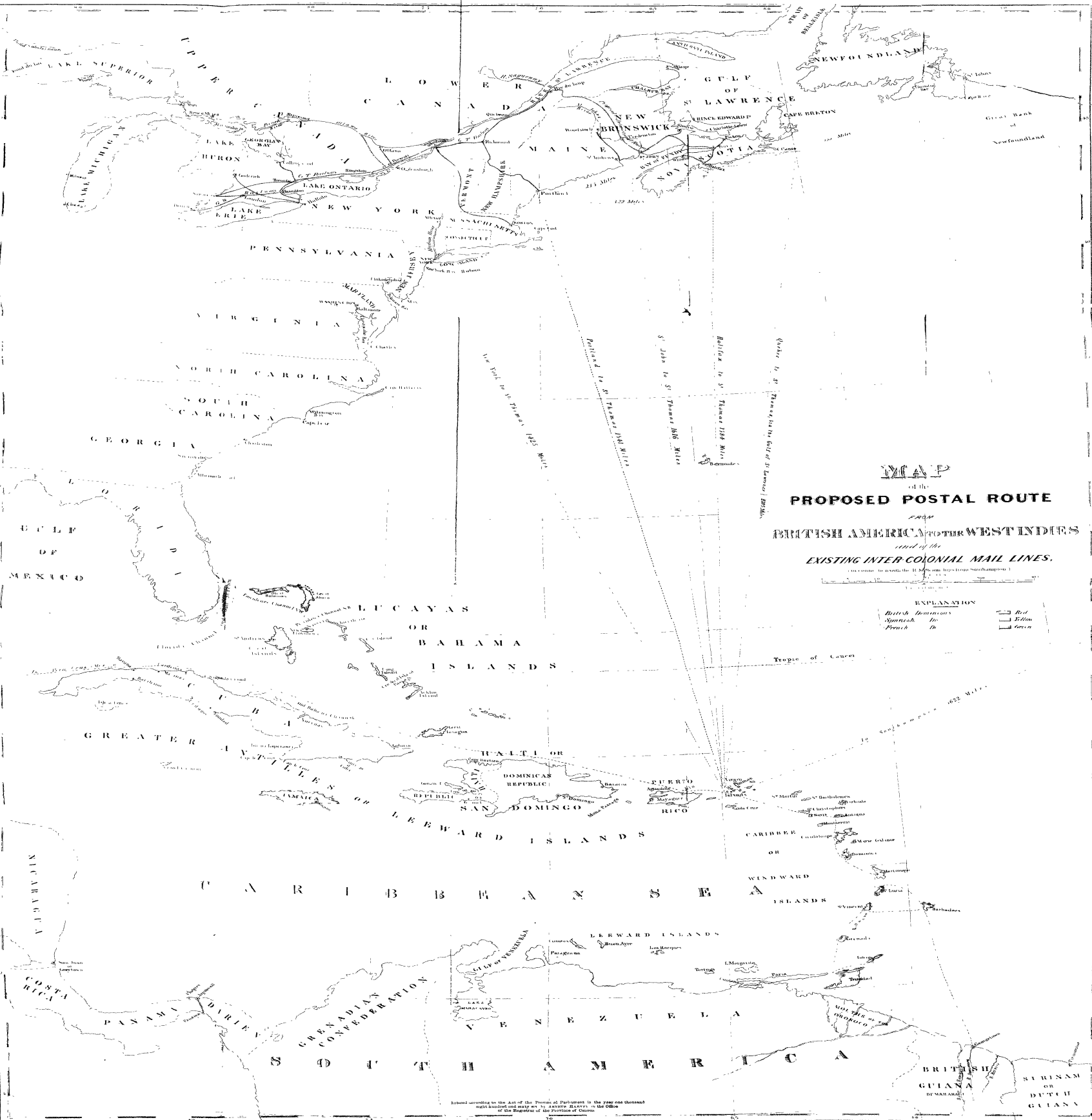


REPORT
OF THE
COMMISSIONERS
FROM
BRITISH NORTH AMERICA,
APPOINTED TO ENQUIRE INTO
THE TRADE OF THE
WEST INDIES, MEXICO AND BRAZIL.

.....
Printed by Order of the Legislative Assembly.
.....



OTTAWA:
PRINTED BY HUNTER, ROSE & COMPANY.
1866.



MAP
of the
PROPOSED POSTAL ROUTE
FROM
BRITISH AMERICA TO THE WEST INDIES
and of the
EXISTING INTER-COLONIAL MAIL LINES.

Scale in miles from New York to London 3450 Miles

EXPLANATION

British Dominion's	Red
Spanish Do.	Yellow
French Do.	Green

Printed according to the Act of the House of Commons in the year one thousand eight hundred and sixty six by J. G. B. in the Office of the Registrar of the Province of Ontario.

REPORT

OF THE

COMMISSIONERS

FROM

BRITISH NORTH AMERICA,

APPOINTED TO ENQUIRE INTO

THE TRADE OF THE

WEST INDIES, MEXICO AND BRAZIL.

.....
Printed by Order of the Legislative Assembly.
.....



OTTAWA:

PRINTED BY HUNTER, ROSE & COMPANY.

1866.

DDN 3446550

GENERAL INDEX.

	Page.
Route and Official Acts of the Commission.....	1 to 18
Commercial Reports :—	
Brazil	18 to 35
British Guiana.....	36 to 51
Trinidad.....	52 to 60
Barbados.....	61 to 76
St. Vincent.....	77 to 80
Grenada.....	81 to 86
Tobago.....	86 to 89
St. Lucia.....	89 to 93
Santa Cruz.....	94 to 95
St. Thomas.....	96 to 108
Jamaica.....	109 to 119
Cuba.....	120 to 134
Martinique.....	135 to 138
Hayti.....	139 to 148
Turks and Caicos Islands.....	149
Porto Rico.....	149 to 158
Antigua.....	159 to 160
St. Christopher.....	161
Montserrat.....	161 to 162
Nevis.....	162
Dominica.....	163
Virgin Islands.....	164
General Remarks.....	165 to 174
Ports of Entry in the British West Indies.....	175
Exports from the United States to the Foreign West Indies, Central and South America..	176 to 178
Imports into the United States from do do ..	179 to 180

INDEX TO SUBJECTS.

	Page
ACCOUNT Sales—Barbados.....	47
Brazil.....	32
British Guiana.....	47
Cuba.....	132
Hayti.....	145
Jamaica.....	117
Porto Rico.....	156

Ale and Beer, for the Brazils	28
for Cuba.....	168
Antigua, visit to.....	11
Report upon.....	159
Assorted Cargoes for Barbados.....	70
for British Guiana.....	46
for Hayti.....	145
for Jamaica.....	116
for Porto Rico.....	153
for Trinidad.....	59
Average yearly Imports into Spanish West Indies.....	168
BANK Matters in Porto Rico.....	156
in the West Indies generally.....	170
Barbados, visit to.....	10
Report upon.....	61
Boots and Shoes, Brazilian Tariff on.....	28
British Guiana, visit to.....	8
Report upon.....	36
Brazil, visit to.....	16
Report upon.....	19
Course of trade with.....	31
CHAIRS, for Brazil.....	30
Cuba.....	168
Coals, for Brazil.....	30
for St. Thomas.....	97
Coal Oil for Brazil.....	31
in Trinidad.....	58
in Barbados.....	64
Coasting trade of Brazil thrown open.....	17
Cocoa, Trinidad.....	52
Comparison of the Tariffs of the West Indies, &c.....	172
Course of Trade with Brazil.....	31
Commissioners, names of.....	3
Confederate Council for Trade, Resolution of.....	4
Coffee, pro formâ invoice of.....	35
average crop of, in all countries.....	140
Coolie labor.....	37, 53, 120
Cuba, visit to.....	13
Report upon.....	120
Delegates from, to Spain.....	121
Currency in Brazil.....	21
in Cuba.....	133
in Hayti.....	142
in Porto Rico.....	154
DELEGATES from Cuba and Porto Rico to Spain.....	121
Demerara. See British Guiana.	
Despatches—Imperial—approving of the mission.....	4

Distance from St. Thomas to Halifax, St. John, Quebec, &c.....	170
Do. from Brazil to do. do.....	171
FISH, for Brazil.....	29, 34
Trinidad.....	60
Barbados.....	69, 70
Porto Rico.....	156
Flour for Brazil and the Tropics generally.....	29
account sales of, at Rio.....	33
Barbados.....	68
Tariff on, in Cuba.....	123
Furniture for Brazil.....	30
for Cuba.....	168
GRENADA, Report upon.....	81
HAMS, for Barbados.....	69
Brazil—account sales of.....	32
Hayti, visit to.....	15
Report upon.....	139
Hay, for Barbados.....	71
for Cuba.....	168
Hoops for Barbados.....	69
must be round.....	116
for Cuba.....	131
ICE, for Brazil, &c.....	30
Imperial Government, despatches from.....	4
India Rubber, pro formâ invoice of.....	35
Instructions to the Commissioners.....	6, 7
JAMAICA, visit to.....	15
Report upon.....	109
Postal agreement with.....	15
See also.....	116
Jerked Beef.....	29
LABOR, the question of in the Tropics :—	
the system of in Porto Rico.....	149
in Brazil.....	19
in Cuba.....	120
in British Guiana.....	37
Lighterage in Rio de Janeiro.....	34
Demerara.....	51
Porto Rico.....	153
Lumber for Brazil.....	29
Demerara.....	45
Barbados.....	67, 69, 71
Cuba.....	130
MACHINERY, for Cuba.....	168
Martinique, visit to.....	10
Report upon.....	135
Meats, for Brazil.....	29

NAMES of the Commissioners.....	3
Nails for Cuba.....	132
ONIONS for Cuba.....	169
PERU, inland route to, note on Page.....	19
Pitch, natural, at Trinidad.....	58
Porto Rico, visit to.....	11
Report upon.....	149
Ports in Porto Rico closed.....	150
Post Office, British, at St. Thomas.....	103
Postal communications—	
Agreement with British Guiana.....	9
<i>See also</i>	46
Do do Trinidad.....	9
Do do Barbados.....	10
Do do Antigua.....	11
Do do Jamaica.....	15
<i>See also</i>	114
Letter from the Captain General of Porto Rico.....	13
<i>See also</i>	155
<i>See also</i> St. Thomas.....	103 to 105
General remarks on.....	167
Recommendations of the Commissioners.....	2
Pork for Trinidad.....	59
account sales of, for Brazil.....	32
Ports of entry in the British West Indies.....	175
" in Porto Rico.....	150
Prices in.....	
Barbados.....	67, 72
Brazil.....	25
British Guiana.....	47
Cuba.....	132, 133
Hayti.....	146
Jamaica.....	117, 118
Martinique.....	136
Porto Rico.....	156
Trinidad.....	59, 60
<i>Pro forma</i> invoices, Barbados.....	74
Brazil.....	35
Jamaica.....	119
Porto Rico.....	158
RECOMMENDATIONS of the Commissioners.....	2
Registry of Shipping in Brazil.....	18, 31
in Cuba.....	123
SANTA CRUZ, Report upon.....	94
Shingles for Barbados.....	68, 70
Ships, kind of, for Brazilian market.....	31
Shooks, for Demerara.....	45
for Cuba.....	131

Smuggling in Cuba.....	120
St. Thomas, visit to.....	8, 12
Report upon.....	96
St. Lucia, do	89
St. Vincent, do	77
Staves, for Demerara.....	45
Barbados.....	67, 70
Steamship lines to St. Thomas.....	96
Subsidy,—proposed for Steamers to St. Thomas.....	169
Sugar, from Demerara.....	46
Trinidad.....	59

TARIFFS of—	On Imports.	On Exports.
Antigua.....	160	
Barbados	65	
Brazil.....	26	
British Guiana.....	38	
Cuba.....	122	124
Grenada.....	83	85
Hayti.....	143	141
Jamaica.....	112	114
Martinique.....	136	
Porto Rico.....	149	
Santa Cruz.....	94	
St. Lucia.....	91	92
St. Thomas.....	96	
St. Vincent.....	79	80
Tobago.....	88	
Trinidad.....	56	54

Time Tables of Steamers to and from St. Thomas.....	46, 96 to 102
Tobago, Report upon.....	86
Trade of the West Indies (<i>Summary</i>).....	167
Trade of British America with Brazil.....	23
with the West Indies.....	164
Trinidad, visit to.....	9
Report upon.....	52
Turks and Caicos Islands.....	146
VENEZUELA, Trade with <i>viâ</i> Trinidad.....	60

WEIGHTS and Measures :	
Danish (Santa Cruz).....	95
Dutch (British Guiana).....	49
Portuguese (Brazil).....	25
Spanish (Trinidad).....	54
(Cuba).....	134

REPORT

To His Excellency the Right Honorable CHARLES STANLEY, Viscount MONCK, Governor General of British North America, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY :

The Commissioners appointed by the Governments of Canada, Nova Scotia, New Brunswick and Prince Edward Island, "to proceed to the British West Indies and to the Foreign West India Islands, Brazil and Mexico, for the purpose of inquiring as to the trade of these countries, and of ascertaining how far it might be practicable to extend the commerce now existing between them and British North America," have the-honor to report:—

That in accordance with their instructions, they met in London in the month of December last, and immediately conferred with the Secretary of State for the Colonies, the Right Honorable E. Cardwell, on the subject of their mission.

That after receiving from him and from the Secretary of State for Foreign affairs, letters of introduction to the Governors of the British Colonies in the West Indies, and to the British Consuls resident in the Foreign Islands and Countries they were directed to visit, and after collecting such information relating to their mission as could be conveniently obtained in England, they proceeded to the West Indies to execute to the best of their ability the important duties assigned to them.

That the Commissioners were not clothed with authority to negotiate commercial treaties, but only to inquire, to furnish information, to report, and to make recommendations to their respective Governments which might lead to future negotiations and arrangements by competent authority.

That acting upon the suggestion that the Canadian Government "would be prepared to recommend to Parliament the reduction, or even the abolition of any customs duties now levied on the productions of the countries" the Commissioners were instructed to visit, "if corresponding favor were shown to the staples of British North America in their markets," they obtained from the Governments of the British Colonies of Demarara, Trinidad, the Windward Islands, the Leeward Islands, and Jamaica, a formal assent to the following proposition :

"That customs duties and port charges on the produce and shipping of the respective colonies shall be levied solely for revenue purposes and for the maintenance of indispensable establishments, and that the several governments will be prepared to consider in a liberal spirit any complaint having reference to imposts that may be preferred by another government on the ground that such imposts are calculated to obstruct trade."

That finding the Postal Service between British America and the West Indies irregular and insufficient, the Commissioners obtained from the same authorities a conditional agreement to aid, by a subvention or otherwise, in the establishment of improved postal communication.

That the Commissioners assented to these propositions, subject to the approval of their respective governments.

That the nature of the inquiries made, the variety of subjects investigated, and the diversity in the laws, customs, tariffs, &c., of the countries visited, would seem to invite, and would probably justify, a voluminous report. The Commissioners, however, have endeavoured to avoid needless repetition, and have therefore digested and arranged the mass of materials collected by the different members of the Commission in the form of an Appendix to their Report, embracing:—

- 1st. A narrative of their proceedings at each colony and country visited.
- 2nd. A brief description of each, under a separate head, with statistical tables and statements showing the population, revenue and expenditure, tariffs, productions, imports, exports, prices of commodities, harbor dues, tonnage dues, and trade generally, with suggestions for the information of producers, manufacturers, merchants and shippers, &c.
- 3rd. General observations upon the respective productions of British North America, and the countries visited, and the reasons which induce the Commissioners to believe that commercial intercourse between them may be greatly extended.

That the "suggestions" which the Commissioners are enabled to offer for removing "obstructions to direct trade" between British North America and the British and Foreign West Indies, Brazil and Mexico, will be found under each of the heads above mentioned, but may be briefly stated as follows:—

- 1st.—To establish promptly a line of steamers suitable for the carriage of mails, passengers and freight, between Halifax, Nova Scotia, and St. Thomas, in the West Indies, touching (until the completion of the Intercolonial Railway) at Portland, in the United States, so as to ensure regular semi-monthly communication between the ports mentioned.
- 2nd.—To make a convention or agreement with the Postal authorities of the United States for the prompt transmission of letters, &c., from Canada and the Maritime Provinces, by every United States mail which leaves the ports of Boston or New York for the West Indies, Brazil, Mexico, &c., and also for the transmission through United States mails of correspondence originating in those countries.
- 3rd.—To establish a weekly line of steamers between Montreal and Halifax, and to complete as soon as possible the Intercolonial Railway.
- 4th.—To procure, by reciprocal treaties or otherwise, a reduction of the duties now levied on flour, fish, lumber, pork, butter, and other staple productions of British North America, in the West Indies, and especially with Brazil and the Colonies of Spain.
- 5th.—To obtain, if possible, from the Spanish and Brazilian authorities a remission of the heavy dues now chargeable on the transfer of vessels from the British to the Spanish and Brazilian flags.

6th.—To procure, by negotiation with the proper authorities, an assimilation of the Tariffs of the British West India Colonies in respect to flour, lumber, fish, and other staples of British North America, a measure which would greatly facilitate commercial operations, and may well be urged in view of the assimilation about to be made in the tariffs of Canada and the Maritime Provinces.

7th and lastly.—To promote, by prudent legislation and a sound fiscal policy, the rapid development of the great natural resources of the British North American Provinces, and to preserve as far as lies in their power, the advantage which they now possess, of being able to produce at a cheaper cost than any other country, most of the great staples which the inhabitants of the Tropics must procure from northern ports.

That the Commissioners are happy to inform your Excellency that they were received with marked attention, by the Representatives of Her Majesty in the British Colonies; by His Imperial Majesty the Emperor of Brazil; and by the authorities of all the Foreign Islands and places visited by them; and that everywhere they found both the governments and the people anxious to obtain information, and to promote the objects of the mission.

That the Commissioners would humbly beg your Excellency to convey, through the proper channel, their deep sense of the obligations they are under to the Lords of the Admiralty and to Vice Admiral Sir James Hope, commanding on the West India and North American Station, for having placed at their disposal one of Her Majesty's vessels, by which they were conveyed from Demerara to the different Islands within the Barbados Station.

The Commissioners finding that Mexico was still the theatre of war, deemed it inexpedient to delay their return by a visit to the capital of that Empire.

For the more convenient illustration of the subject of postal communication, a map has been prepared, and is herewith submitted.

The Commissioners very respectfully submit their report for the consideration of their respective governments.

Canada.....	}	WM. McDougall, Chairman.
		THOS. RYAN,
		A. M. DELISLE, J. W. DUNSCOMB.
Nova Scotia.....	}	JAMES MACDONALD,
		I. LEVESCONTE.
New Brunswick.....	}	WM. SMITH.
Prince Edward Island.....	}	W. H. POPE.



PROCEEDINGS OF THE COMMISSION.

The Confederate Council for Trade, which assembled at Quebec in September, 1865, for the purpose of establishing concerted action amongst the British North American Provinces in reference to the Reciprocity Treaty with the United States and commercial matters generally, resolved:—

“That in the opinion of this Council it would be highly desirable that application be made to Her Majesty’s Imperial Government, requesting that steps be taken to enable the British North American Provinces to open communications with the West India Islands, with Spain and her Colonies, and with Brazil and Mexico, for the purpose of ascertaining in what manner the traffic of the Provinces with these countries could be extended, and placed on a more advantageous footing.”

This Resolution of the Confederate Council was approved by Her Majesty’s Secretary of State for the Colonies,* and was transmitted by His Excellency Sir John Michel, the

* *The Secretary of State for the Colonies to the Officer Administering the Government of Canada.*

Canada, No. 154.

(Copy.)

DOWNING STREET, 28th October, 1865.

SIR,—I have the honor to acknowledge the receipt of Viscount Monck’s despatch of the 23rd September, No. 187, forwarding copies of two approved Minutes of the Executive Council of Canada, suggesting that measures should be taken with a view to the extension of the Commerce of Canada in the British and Spanish West Indies, in Mexico, Brazil and other places. I request you will assure the Provincial Government that Her Majesty’s Government cordially approve the suggestion they have made and will support it by all the means in their power.

The scheme is of course not applicable to Canada alone, but to the British North American Colonies collectively.

On that understanding I shall request the Secretary of State for Foreign Affairs to recommend the object in view at the requisite Foreign Courts, and to introduce to the British Ministers abroad those gentlemen who shall be selected for the mission.

I, on my part, shall be happy to instruct the Governors of the British Colonies to afford them every assistance they can. For this purpose, however, it will be necessary that you furnish me with the names of the gentlemen who will undertake this office. I have by this mail sent copies of the correspondence to the Lieutenant Governors of the Maritime Provinces, to Newfoundland, and Prince Edward Island, and have instructed them to communicate to you without delay the names of the gentlemen who shall be willing to represent the respective Colonies.

On the receipt of this information, and after consultation with your Executive Council, you will inform me of the result. Her Majesty’s Government will then take the further steps which I have indicated.

Having been in communication with the Lords of the Committee of Privy Council for Trade upon the subject of this proposed extension of the commercial relations of the British North American Provinces, I have received from their Lordships a letter of which I think it advisable to send you herewith a copy.

I have, &c.

(Signed,)

EDWARD CARDWELL.

The Officer Administering the Government
of Canada.

Sir Emerson Tennant to the Under Secretary of State, Colonial Office.

(Copy.)

BOARD OF TRADE,
WHITEHALL, 26th October, 1865

SIR,—I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of yesterday’s date and of your previous communication and enclosures, relative to the proposal of the Confederate Council of the British North American Colonies to despatch deputations to Washington, to the West Indies and to various South American Countries, with a view to the improvement and extension of the Commercial relations of the British North American possessions with the United States of America and the other Countries:

Administrator of the Government of Canada, to the Governors of the Maritime Provinces, with a request that they would state whether they would unite with Canada in sending Commissioners as indicated in the resolution.

The Governments of Nova Scotia, New Brunswick and Prince Edward Island replied in the affirmative, and appointed commissioners to join those from Canada, for the purpose of carrying the resolution into effect.

The Commission consisted of the following Gentlemen :—

FROM CANADA.

The Hon. WILLIAM McDOUGALL, M.P.P., Provincial Secretary of Canada ;

The Hon. THOMAS RYAN, M.L.C. ;

J. W. DUNSCOMB, Esquire, Collector of Customs for Quebec ; and

A. M. DELISLE, Esquire.

In reply I am directed to request you to state to Mr Secretary Cardwell that My Lords fully approve of the object which the Confederate Council appears to contemplate, and they are of opinion that Her Majesty's Government should signify its approval of the step about to be taken.

It appears to My Lords beyond the province of this Department to enter upon the question of the advisability, as a matter of general principle, of separate commercial conventions being established between groups of Her Majesty's Colonial Dependencies and Foreign Countries. At the same time, My Lords think it right to call attention to the difficulties which may arise with respect to Foreign Countries having Reciprocity Treaties with this Country, if any Colony or Colonies should make arrangements for giving to one Foreign Country advantages which are not given to others. This point was so much discussed on the occasion of negotiating the Treaty between the United States and British North America that it is unnecessary now to do more than express a hope that it may be found possible to avoid similar difficulties in the present case.

The original papers which accompanied your letter of the 25th instant are herewith returned.

I am, &c.,

(Signed),

J. EMERSON TENNENT.

The Under Secretary of State,
Colonial Office.

(Copy.)

Mr. Hammond to Under Secretary of State, Colonial Office.

FOREIGN OFFICE, 11th November, 1865.

SIR,—I have laid before the Earl of Clarendon your letter of the 7th instant and its enclosures, relative to the measures proposed by the Government of Canada for the extension of the Commercial relations of the British North American Provinces with the British and Spanish West Indies, and with Mexico, Brazil and other Countries, and I am to request that you will state to Mr. Secretary Cardwell that His Lordship concludes that, as regards Foreign Countries, the Agents who may be sent from the British North American Colonies will not assume any independent character, or attempt to negotiate and conclude arrangements with the Governments of Foreign Countries, but will only, as proposed by the seventh resolution of the Confederate Council on Commercial Treaties as regards negotiations with the United States, enclosed in Lord Monck's Despatch, No. 185, of the 23rd of September, be authorized to confer with the British Minister in each Foreign Country, and to afford him information with respect to the interests of the British North American Provinces.

A similar process has been adopted in various negotiations for Commercial Treaties in which Her Majesty's Government have recently been engaged with foreign Powers ; and Lord Clarendon, on receiving from Mr. Cardwell copies of the instructions given to the Colonial Delegates, will be ready to authorize Her Majesty's Minister at Madrid as regards the Spanish West Indies, and Her Majesty's Ministers on the continent of America, to communicate with these Colonial Delegates, and in the first instance to assist them in their enquiries as to what openings there may be for extending the Trade of the British Colonies, and afterwards to ascertain how far any overtures for that object would be likely to be well received by the Governments to which those Ministers are accredited.

Having thus obtained grounds for further proceedings, Her Majesty's Government might in the next place consider, in communication with the Lords of the Committee of Privy Council for Trade, how far any proposals might be made to foreign Countries in behalf of the Colonies, consistently with the general Treaty engagements of the British Crown ; and this point being satisfactorily ascertained, instructions might be framed in this Country for Her Majesty's Ministers in the Countries in question, and full powers issued to them by Her Majesty, under which they would endeavor to bring into the shape of International engagements such arrangements as might be ultimately considered acceptable, not only to the Colonies themselves, but also to the foreign Powers with whom they were contracted.

I am, &c.,

(Signed),

E. HAMMOND.

The Under Secretary of State, Colonial Office.

FROM NOVA SCOTIA.

The Hon. JAMES MACDONALD, M.P.P., Financial Secretary of Nova Scotia; and
The Hon. ISAAC LEVESONTE, M.P.P.

FROM NEW BRUNSWICK.

WILLIAM SMITH, Esquire, Controller of Customs at St. John.

FROM PRINCE EDWARD ISLAND.

The Hon. W. H. POPE, M.P.P., Colonial Secretary of Prince Edward Island.

It was arranged that the Commissioners should proceed to England, and there place themselves in communication with the Right Honorable Edward Cardwell, Her Majesty's Principal Secretary of State for the Colonies. In accordance with this arrangement all the Members of the Commission, with the exception of Mr. Smith, assembled in London early in December, 1865.

After reporting their arrival to the Secretary of State for the Colonies, the Commissioners placed themselves in correspondence with the Governor General of British North America, His Excellency Viscount Monck, then in Ireland, who at once repaired to London. In company with His Excellency, they had several interviews with Mr. Cardwell, at whose instance Lord Clarendon, the Secretary of State for Foreign Affairs, gave them introductory letters to the British Consuls at all the places they intended visiting in foreign possessions, while Mr. Cardwell himself furnished them with introductions to the Governors of the British Colonies in the West Indies. They were also placed in communication with the Committee of the Privy Council for Trade, by whom they were supplied with valuable statistical information; and the Admiralty gave instructions to Vice-Admiral Sir James Hope, commanding the fleet on the North American and West Indian station, to order a steamer of war to be in readiness to convey them from place to place in the West Indies.

The instructions, which received the approval of the Imperial Government, and under which the Canadian Commissioners acted are these:—

“FINANCE DEPARTMENT,

“Ottawa, 17th November, 1865.

“GENTLEMEN,—By command of His Excellency the Administrator of the Government I have the honor to inform you that His Excellency has been pleased to appoint you Commissioners to proceed to the British West Indies and to the foreign West India Islands, Brazil and Mexico, for the purpose of enquiring into the trade of these countries, and of ascertaining how far it may be practicable to extend the commerce now existing between them and British North America.

“The countries referred to all produce articles which enter very largely into the consumption of the people of Canada and the Maritime Provinces, while at the same time they consume the staples of production here to an immense amount. Naturally, therefore, trade should exist, and be carried on between them under the most favorable conditions. Practically, however, it is found that the commerce is very restricted in amount and of slow development.

“The causes for this state of things may be found partly, no doubt, in the difficulty which always attends the opening of new markets and the diversion of trade; but principally in the fiscal laws which both on our part and on theirs interfere with the free interchange of our respective commodities. The rapid extension of the productive power of Canada in lumber, cereals and fish, and the early prospect that the great resources of the Maritime Provinces will equally be brought under an uniform commercial policy for all British North America, render it in the opinion of the Government most important that an enquiry should be made into the circumstances and conditions of our trade with the West Indies and South America, and into the best mode by which it can be developed.

“The subject becomes of the utmost importance at a time when our important trade with the United States is threatened with interruption, and will certainly hereafter be continued under different conditions from those which have hitherto existed.

“Knowing then that the countries to which you are about to proceed offer a market for all the surplus products of British North America, and that they can afford us in exchange

all the productions of the tropics, it is most desirable that an effort should be made to remove the artificial obstructions which exist to free commercial intercourse.

"The Government have decided to confide this important duty to you, in which it is probable you will be aided by one or more representatives from the Maritime Provinces. It is confidently believed that the views of these gentlemen will coincide with your own on all points, but if unfortunately material divergence of opinion should be found to exist, it will then be your duty to act under the authority now given you, on behalf of Canada alone, reporting the circumstances to His Excellency to enable him to communicate with the Governments of the Sister Provinces for the purpose of re-establishing joint and united action.

"The instructions under which you will act must necessarily be of a very general character, and their application must be left in a great measure to your own discretion, in which the utmost reliance is placed.

"You will in all cases report the nature and extent of the productions of the respective countries you visit, their trade, tariffs and all other burdens imposed upon commerce, the ordinary prices current, &c. It will also be desirable to note the several customs of trade among merchants, and other points valuable for the information of our commercial community.

"It will then become your duty to consider whether you can offer any suggestions for removing what may appear to you to be obstructions to direct trade with British North America.

"It would be improper for the Government to anticipate the action of the Legislature in reference to taxation; but it is necessary that you should be informed that this Government would be prepared to recommend to Parliament the reduction or even the abolition of any customs duties now levied on the productions of these countries, if corresponding favor were shown to the staples of British North America in their markets.

"Your first attention will probably be directed to the British West Indies, and subsequently to the Spanish, French and other foreign islands, ultimately visiting Demerara and Brazil. If time permit you will visit Mexico, but in the disturbed state of that Empire it is not desired that you should much delay your return for this purpose. It is hoped that your labors will be completed by 1st April next.

"You will proceed to England as soon as possible, reporting yourselves to the Secretary of State for the Colonies, to whom His Excellency will furnish you with letters, and you will, I am sure, receive from him such introduction to the British authorities in the places you intend to visit as will secure every facility for your enquiries.

"You will be pleased to report to me, for the information of His Excellency the Administrator of the Government, from time to time, the progress you make, with advice as to the points at which you may be addressed.

"I have the honor to be, Gentlemen,

"Your obedient humble servant,

(Signed,)

"A. T. GALT,

"Minister of Finance of Canada."

The instructions to the Commissioner from New Brunswick were communicated to him by the Governor of that Colony, and were as follow:—

FREDERICTON, N.B., December 15th, 1865.

"SIR,—Her Majesty having been pleased to authorize the appointment of Commissioners charged with a mission of enquiry into the most available means of extending the commerce of the B. N. A. Provinces, I have nominated you as Commissioner for the Province of New Brunswick on that behalf, having the fullest reliance on the ability and zeal with which you will discharge the duties entrusted to you.

"I have now to instruct you to proceed to the West Indies—there to join and co-operate with the Commissioners appointed on behalf of the other B. N. A. Provinces.

"You will in conjunction with them endeavor to ascertain how far it may be possible to effect arrangements with any of the British Colonies or Foreign possessions in the West Indies, or with the Empires of Mexico or Brazil, by which the trade between these countries and the B. N. A. Colonies would be further developed and extended. You are not authorized to make any engagement or give any pledge on behalf of the Government of New Brunswick, but you are at liberty to make any suggestions which may appear to you to be suitable, and you will discuss the subject of your mission with those appointed to confer with you in the

fullest and frankest manner. It will be your duty in these conferences to obtain all possible information as to the mutual commercial concessions and corresponding changes in the respective tariffs of the several Colonies and Countries referred to, which may seem calculated to facilitate the attainment of the object desired.

"You will further generally collect such information at the different places visited as may, in your opinion, be of utility to the Commercial Community of New Brunswick or which may tend to open up new markets for the productions of the Province, and new fields for the employment of its industry.

"You will from time to time report your proceedings to the Honorable the Provincial Secretary, and on your return to the Province, will make a general report of the information you have obtained.

"I have, &c.,
(Signed,)

"ARTHUR H. GORDON."

"Wm. Smith, Esquire,
"Controller of Customs,
" &c., &c., &c."

The instructions to the gentlemen from Nova Scotia and Prince Edward Island were not given in writing; they were however similar to the above.

The Commissioners left England on the 2nd January in the *Atrato*, and arrived at St. Thomas on the 16th. Mr. Smith, from New Brunswick, was awaiting them there. It being deemed expedient to divide the labors of the Commission, three of its members, Messrs. Dunscomb (Canada), Levesconte (Nova Scotia), and Pope (Prince Edward Island), were requested to proceed to the Brazils, while the remaining five agreed on consideration to proceed by the mail line of steamers to Demerara, where they were informed by letter from Sir James Hope, that H. M. S. *Buzzard* would, on the 26th January, be in readiness to convey them to the different West India Islands they might desire to visit within the limits of the Barbados Naval Station. The party selected for the West India mission left the same evening for Demerara, and those for the Brazils by the next New York steamer for Rio.

On their voyage to Demerara, the intercolonial mail steamers call at St. Kitts, Antigua, Guadaloupe, Dominique, Martinique, St. Lucia and Barbados; the Commissioners, however, did not land at any of these places, as the vessels only stay a sufficient time to deliver and receive mails at each.

On the 22nd January they arrived at Georgetown. His Excellency Mr. Hincks, received them with extreme kindness, and placed a room in the public buildings at their disposal.

The Commissioners having ascertained that the import duties established by tariff in Demerara, and indeed in the British West India Islands generally, were on a moderate scale, it appeared unnecessary to urge any immediate change therein, but they suggested to His Excellency that as a preliminary step towards promoting trade between the West Indies and British North America, the establishment of an improved postal service was very desirable.

The Commissioners informed His Excellency that they would be prepared to recommend their respective Governments to grant a reasonable subsidy to secure this object, if they were met in a liberal spirit by the Governments of the West India colonies. The reasons they urged were principally these, that the communication between British North America and the West Indies was now very unsatisfactory, the only regular service being performed by a steamer leaving Halifax once a month, the day of her sailing depending on the arrival of the European steamer there, and that of her arrival at St. Thomas being consequently uncertain and not so timed as to meet with regularity the intercolonial steamers which distribute the mails among the islands. In consequence of this, letters from North America frequently lay for several days in the Post Office at St. Thomas, and the time occupied before replies could be received was such as to deter merchants in the British Provinces from sending orders to Demerara or the Windward Islands. That moreover great difficulty existed now in sending letters from Canada *via* Halifax, especially in winter; and although they hoped the difficulty would soon be removed by the construction of an Intercolonial railroad, yet even in that case the existing mail service was quite insufficient.

His Excellency entered warmly into the subject, and promised to give the project his best aid.

Finally, on the 29th, after discussion and consultation on the part of the Governor with

his Combined Court and many influential citizens of Georgetown, the following Memorandum was signed in duplicate by Mr. Hincks on the part of Demerara, and by Mr. McDougall on the part of the Commissioners :—

“MEMORANDUM.—The following propositions are agreed to by the Governor of British Guiana and by the Commissioners from British North America as a basis for future negotiations on the subject of extended commercial intercourse between British North America and the British Colonies in the West Indies :

“1. That customs duties and port charges on the produce and shipping of the respective colonies shall be levied solely for revenue purposes and for the maintenance of indispensable establishments, and that the several governments will be prepared to consider in a liberal spirit any complaint having reference to imposts that may be preferred by another government on the ground that such imposts are calculated to obstruct trade.

“2. That it is desirable to extend and improve the postal communications between the West Indies and British North America.

“3. That if it should be found practicable to effect a satisfactory arrangement for the establishment of such a communication on the basis of the West India Colonies contributing a fair proportion to any subsidy which it may be found necessary to grant, the Governor of British Guiana will be prepared to recommend the Combined Court of the Colony to contribute an equitable share of such subsidy.”

In the interviews with His Excellency an understanding was arrived at, that it would be a fair division of the burden for the West Indies to pay half the necessary subsidy and British North America the other.

During their stay at Georgetown, the Commissioners were indebted to His Excellency for the unvarying kindness he extended to them; and they must also bear testimony to the hospitality of the citizens. They were entertained at a public dinner at which they stated at length the objects of their mission, and received repeated assurances of the favor with which any plan for the promotion of trade with British North America would be considered in Guiana. They left on the 31st January, in H.M.S. *Buzzard*, for Trinidad, arriving at Port of Spain, its chief town, on February 3rd

At Port of Spain they at once waited upon His Excellency, Mr. Manners Sutton, formerly Governor of New Brunswick, with whom the following official communications were exchanged :—

“MEMORANDUM.—Referring to the interview had this day between His Excellency the Hon. J. H. T. Manners Sutton, Governor of Trinidad, and the Commissioners on Trade and Commerce from British North America, the undersigned, for the purpose of arriving at a more definite understanding of the points discussed between them, has the honor to submit, on behalf of the Commissioners, the following propositions :

“1. That measures ought to be taken to extend Trade and Commerce between British North America and the West Indian Colonies, and with this view customs duties and port charges on the produce and shipping of the respective countries ought to be levied solely for revenue purposes and the support of indispensable establishments.

“2. That the present Postal communication between British North America and the West Indies is unsatisfactory and ought to be improved, and, to that end, the several Colonies ought to assist by a subvention (if found necessary) to secure the establishment of a semi-monthly line between St. Thomas and Halifax—touching at suitable intermediate commercial ports on the North American coast.

“Port of Spain, 5th February, 1866.

(Signed) “WM. McDUGALL,
“Chairman, B. N. A. Commission.”

“MEMORANDUM.—I concur in the opinion expressed in the memorandum of the Commissioners of Trade and Commerce from British North America that any Customs duties or Port charges which may obstruct the extension of Trade and Commerce between the West Indian Colonies and British North America, and which are not necessary for Revenue purposes, should be removed.

“I agree also with the Commissioners in the opinion that the existing system of Postal Communication between the West Indies and British North America is unsatisfactory, and

I shall consider, with a full appreciation of the commercial importance of the question, any scheme which may be submitted to me for the improvement of that system.

(Signed,) "J. H. T. MANNERS SUTTON.

"Trinidad, 5th February, 1866."

The Commissioners had an interview here with a numerous body of commercial gentlemen, to whom they fully explained their views, and by whom a favorable disposition was evinced to encourage an interchange of products so desirable for both parties, especially by securing more direct and frequent postal communications. These gentlemen expressed their regret that the stay of the Commissioners was so short as not to admit of their accepting the public hospitality which the citizens of Port of Spain were desirous to extend to them—a regret which was fully reciprocated.

The Commissioners sailed for Barbados on the 6th. They were exceedingly sorry that the necessity they were under of reaching Barbados by the 8th, in time for the mail Steamer for St. Thomas, frustrated their original intention of calling at Tobago, Grenada and St. Vincent, especially as they understood the residents of those islands desired and expected a visit.

They duly reached Bridgetown, Barbados, on the 8th. On their arrival, a deputation from the Commercial community came alongside—expressed a desire to be of service during the Commissioners' stay, and accompanied them to Government House, where they had a long interview with His Excellency, Mr. James Walker, and on the 9th they formally met him, with the Attorney General, Hon. John Scaly, and the Speaker of the House of Assembly, Hon. Chas. Packer; and the agreement arrived at with the Governor of Demerara was ratified by His Excellency in the following terms:—

"BARBADOS, 9th Feb., 1866.

"I fully concur in this minute. With regard to the two last propositions, I shall be quite ready, as soon as they assume a practical shape, to promote the favorable consideration of the arrangement by all the means in my power.

(Signed,) "JAMES WALKER."

The interval between this and the 14th was spent in obtaining a general knowledge of the commerce of the island and visiting various points of interest. The Commissioners were treated by His Excellency, with uniform kindness. He placed at their disposal all the public documents they desired to consult, and afforded them every opportunity for collecting statistical information. On the 13th they were entertained by the merchants at a public dinner, and availed themselves of the opportunity of again making statements of their views and objects. They had here the good fortune to meet the Lt. Governor of St. Vincent, Mr. George Berkely, and received all the necessary documents respecting the commerce of that island, Tobago and Grenada, which are sub-governments of Barbados.

On the 14th they left for the French Island of Martinique, and arrived at St. Pierre, next day. They were received by Mr. Lawless, the English Consul there, and were taken to the City Hall (*Mairie*) and the Exchange (*Bourse*), where they were presented to a number of the principal merchants. Mr. Laborde, the President of the Board of Trade, having expressed on behalf of the merchants a desire to receive detailed information respecting the object of the Commission, a meeting was held, and the views of the Commissioners on the subject of Trade and Postal communications were laid before the members of the Exchange. The meeting subsequently expressed, through Mr. Laborde, their concurrence in these views, and their belief that Martinique would not be backward in doing all in its power to foster reciprocal trade, and to contribute towards the improvement of the means of communication with British North America. The Governor of Martinique, Mr. de Lapelin, resides at Fort de France, 19 miles from St. Pierre, and the Commissioners had to leave Martinique without visiting His Excellency. He was, however, so obliging as to send his Aide-de-Camp with instructions to the Public Departments to afford the Commissioners all the information they desired.

Martinique being a French Island, all the proceedings there were conducted in the

French language, and French copies of the Canadian Trade Returns and other documents were selected for presentation to the officials and merchants.

The Commissioners sailed from Martinique on the 16th, and cast anchor at English Harbour, Antigua, on the evening of the 17th February.

From English Harbour they went next morning overland to St. John's, and on their arrival they were called upon by the Hon. Chas. M. Eldridge, Acting Colonial Secretary, who intimated the wish of His Excellency Col. Stephen J. Hill, that they should at once proceed to Government House.

The next day they had another interview with His Excellency and some members of his Executive Council, and after full discussion, His Excellency and the members of the Council who were present expressed their unanimous concurrence in the views they advanced. His Excellency formally sanctioned the preliminary agreement in reference to the proposed line of postal steamers by endorsing as follows the memorandum drawn up at Demerara:—

“ANTIGUA, 19th February, 1866.

“I fully concur in the accompanying minute, and with the advice of my local Government, I shall be prepared to recommend to the Legislature the most favorable consideration of the propositions therein referred to.

(Signed,) “STEPHEN J. HILL,
“Governor in Chief of Leeward Islands.”

In the afternoon His Excellency kindly consented to preside over a public meeting which had been organized and at which resolutions were adopted favorable to the proposals of the Commissioners.

The Commissioners left Antigua on the 20th, and arrived at St. Thomas on the next day. In their course from Barbados they had passed, without calling, St. Lucia, Dominica, Guadaloupe, (where the quarantine, on account of cholera, would have delayed them,) and St. Kitts.

On the 22nd February, they waited upon His Excellency the Danish Governor Rothe, with whom they had a long and satisfactory interview.

While here they deemed it their duty to investigate as fully as possible the reasons which had led to the selection of St. Thomas as the chief distributing point for the West India Mails from Europe, the nature of existing postal arrangements there, and the facilities which could and would be afforded to the proposed line of British American Packets. They therefore placed themselves in communication with the British Postal Agent there, and with other persons connected with the mail service. For the results of their interviews and enquiries they refer to the Appendix under the head of St. Thomas.

The Hon. Mr. McDougall, who had until this time acted as Chairman of the Commission, having decided to return to Canada by the line of Steamers from Brazil to New York, which touches at St. Thomas, the Hon. Jas. Macdonald (Nova Scotia) was chosen Chairman in his stead. Mr. Macdonald with the remaining Commissioners, Hon. Mr. Ryan, Mr. Delisle and Mr. Smith, sailed for Porto Rico on the morning of the 24th, arriving at St. Johns, the capital of that Island, the same afternoon, where the English Consul, Mr. Cowper, came on board to receive them.

On calling upon the Acting Captain General, the Commissioners were informed that the Captain General, General Marchesi, would be absent from town until the 1st of March. They therefore decided, in the meantime, to visit Mayaguez and Ponce—two important cities of the island—to which they were kindly accompanied by Mr. Cowper, the English Consul.

Mr. Macdonald desiring to proceed to Havana, Mr. Ryan was chosen Chairman.

At Mayaguez the Commissioners were introduced by Mr. Krug, the Vice-Consul, to the Corregidor, (Chief Magistrate,) and to several important commercial firms.

At Ponce Mr. Bassanta, the Vice-Consul there, gave them similar introductions.

At both places the merchants expressed in strong terms their desire to extend their trade

with British North America, and wrote letters expressing an opinion that the object of the Commission would be greatly promoted by improved postal service.

On the 2nd the Commissioners returned to St. Johns, and had a long interview with His Excellency General Marchesi, who expressed himself favorable to the establishment of a new line of steamers, so as to secure regular communication between Porto Rico and British North America, and at his desire, letters were exchanged upon the subject, which are as follow:—

“ST. JOHNS, PORTO RICO, 2nd March, 1866.

“SIR,—We have the honor to inform you that we have been appointed by our respective Colonial Governments, with the sanction of the Government of Great Britain, to visit the West Indies and other countries with a view to extend commercial relations between these countries and the Provinces of British North America.

“In the various possessions, whether of Spain, or France, or England, which we have visited, we have been met with one general complaint of the insufficiency of the present postal communication with British North America, and of the want of a more regular and rapid mail service with these Provinces, and we have received assurances from all the local governments with which we have had the good fortune to negotiate upon this subject, of their readiness to contribute in fair rateable proportions towards a reasonable subsidy in establishing a line of steamers from Halifax to some central point in the West Indies, where a bi-monthly distribution of letters to all the islands and the main can be made by means of the intercolonial steamers which now meet the steamers from Europe every fortnight at St. Thomas.

“We feel that the object with which we have come to the West Indies will be materially promoted if your Excellency will be graciously disposed to recommend the project we have suggested to the favorable consideration of the Government of Spain; and we feel convinced that the island of Porto Rico, as regards increased revenue and trade, will derive peculiar advantages from the successful establishment of an efficient line of steamers from British North America.

“We have the honor to remain, with the assurance of our highest respect,

“Your Excellency's most obedient humble servants,
(Signed,)

“T. RYAN, Chairman,
“A. M. DELISLE,
“WM. SMITH.”

“To His Excellency General Marchesi,

“Captain General of Porto Rico, &c., &c., &c.”

(Translation.)

“ST. JOHNS, PORTO RICO, 2nd March, 1866.

GENTLEMEN,—Being informed by your letter of this day's date of the important mission with which you are entrusted by your respective colonial governments with the sanction of the British Government, to visit the Antilles for the purpose of endeavouring to extend the commercial relations between these countries and the Provinces of British North America, I feel it incumbent on me to congratulate you on being engaged in a duty as useful as it is interesting, and which has conducted you to this Spanish Island, where I am happy to have the honor of receiving so distinguished a deputation.

“One of the objects which you have in view, that of establishing a more efficacious system for securing rapid and regular postal communication between British North America and the West Indies, concurred in, as you assure me this happy idea has been by many of the West Indian local governments, meets with my fullest approbation, and I look upon it as likely to be productive of great benefit to this island.

“I have the honor to be,

“With the most distinguished consideration, yours,

“MARCHESI.”

“Messrs. Ryan, Delisle & Smith.”

The Commissioners left Porto Rico on the 3rd March, but being delayed on the passage, they only arrived at St. Thomas on the evening of the next day, too late for the mail steamer by which they had intended proceeding to Jamaica. Here they left H.M.S. *Buzzard*, as she could not proceed beyond the bounds of the Barbados Station. Their thanks are due to

Vice-Admiral Sir James Hope for placing the vessel so freely at their disposal, as well as to Capt. Lindsay and his officers, for the unvarying kindness and attention shown them.

On the 12th of March the Commissioners left St. Thomas on the *Tyne*, arriving at Havana on the 17th. In company with Mr. Synge, the English Consul, the Commissioners had the honor of calling, by appointment, on the Captain General, General Dulce, and upon the Intendente, Count Armildez de Toledo. During the interview with the Captain General commercial questions were not discussed; but this was fully done with His Excellency the Intendente, who has charge of the financial affairs of the island. After a lengthened conversation, during which the advantages which might arise from the extension of trade between the Spanish and British Dominions, and the concessions which might be mutually made for its encouragement, were canvassed, His Excellency requested the Commissioners to address him a letter on the subject, which he promised to embody in a despatch to be sent to the Government of Her Majesty the Queen of Spain, at the same time expressing his individual views as not opposed to the spirit of the suggestions. His Excellency presented to the Commissioners documents relating to Cuban Trade, and was pleased to accept copies of the Trade and Navigation returns of the several Colonies.

The letter of the Commissioners and His Excellency's acknowledgement are as follow :

“ HAVANA, 22nd March, 1866.

“ SIR,—Referring to the interview with which you favored the Commissioners from British North America, on the 20th instant, I have now the honor, in compliance with the wish expressed by your Excellency, to recapitulate in writing the verbal statement which I then made to you.

“ The Commissioners on whose part I address you, have been appointed by the Provincial Governments of Canada, Nova Scotia, New Brunswick, and Prince Edward Island, to visit the Antilles, with a view to obtain information and if possible to devise means by which commercial relations may be encouraged and extended between these countries and British North America.

“ The appointment of this Commission and the object it has in view have received the approval of the British Government, whose intervention will, of course, be requisite for perfecting any arrangements which the Government of Spain may be disposed to approve of between its West India possessions and those of England in North America.

“ The trade which exists between Cuba and British North America is already very considerable, although its full extent and value do not appear in the published statistics of our commerce, in consequence of a large portion of this trade having hitherto found its way to seaports of the United States in transit from Cuba to the British Provinces, and *vice versa*.

“ Large, however, as the existing trade confessedly is, it is not the less susceptible of very great expansion. The consumption of sugar and molasses can be largely and rapidly increased by reducing the present high import duties in Canada, and I am authorized to say that there is every disposition on the part of the Canadian Government to entertain in a liberal spirit any proposition for a reduction of these duties if coupled with regulations by which reciprocal encouragement may be extended to the products of British North America in Cuba.

“ There are many articles largely consumed in this island which are produced in common both by the United States and by British North America. These articles have hitherto been imported chiefly from the United States, owing to a geographical advantage of position in the proximity of her shipping ports, and because she has admitted these articles for some years past *free of duty*, from the British Provinces, being thus enabled to supply them to Cuba and other parts of the West Indies as cheaply as the provincial producers.

“ But matters are now altered. The United States has declared the Reciprocity Treaty at an end, and she can no longer draw supplies from the British Provinces without payment of the heavy duties imposed by her present tariff, and it follows as a consequence that grain, flour, meal, butter, lard, provisions, horses, cattle, fish and fish oils, boards and planks, staves, shooks, &c., &c., will henceforth be found cheaper in the British Provinces, and that supplies for the West Indies will be obtained on better terms there than in the United States.

“ But apart from the important consideration of buying in the cheapest market, another question not less important, and intimately connected with the colonial policy of Spain, presents itself. Is it prudent, is it wise for Spain to allow her rich West Indian possessions to remain wholly dependent for many necessaries on a single source of supply, and that source the United

States, a power so proverbially uncertain in her relations with other countries, but especially so with Spain? Will it not rather be sound policy to foster and encourage a competing source of supply in British North America, the provinces of which when united together in one government, as now contemplated, will form from the outset a confederation of about four million people well qualified to establish on the continent of North America a check and counterpoise to the aggressive and absorbing principle which seems to animate the democracy of the United States.

"If difficulties should unfortunately arise between the governments of Spain and the United States, it will obviously be advantageous for the Spanish West Indies to have a solid commercial connection previously established with British North America, so that their necessary supplies may not at any time be cut off abruptly. But in order to initiate a connection of this nature, some reasonable concessions, beneficial alike to the Spanish West Indies and to British North America, may be found essential on the part of Spain, and I venture to suggest to your Excellency that it would be an important step in this direction if the Spanish Government would sanction some considerable reduction in the rates of duty, say on grain, flour, meal, provisions, fish, lumber and other productions, provided they be imported from British North America, in vessels sailing under the flag of Spain.

"The effect would be to give to British North America the supplying of these articles, and at the same time to secure to the Spanish shipowner an extensive carrying trade.

"Another concession likely to promote the object in view will be to grant the remission, to a large extent, of the very heavy tonnage dues now chargeable on the transfer of vessels from a foreign flag to the flag of Spain.

"If the tax be sufficiently reduced, Spanish shipowners will purchase ships in British North America, where they are built of the very description and cheaper than elsewhere, and will thus obtain suitable vessels with which they may command the carrying trade not alone between the British Provinces and Cuba and Porto Rico, but also between those islands and the North Western portion of the United States, whose most direct and cheapest water channel from and to the ocean is through the Gulf of St. Lawrence and the rivers, lakes, and ship canals of Canada.

"There is another concession which the Spanish Government will doubtless be disposed to make, namely: its aid to any line of mail steamers which the Governments of British North America and the West Indian possessions of Spain, France and England may determine to establish in order to secure more rapid and direct inter-communication and postal service.

"Concessions such as these will go far to produce an intimate commercial intercourse and material interests in common, which are the certain forerunners of national sympathies and friendships.

"I have already said that the Government of Canada is well disposed to reduce the duties on sugar and molasses, and as Canada draws her principal supplies from the Spanish Islands, these will be benefited proportionately by the increased consumption which will follow a reduction.

"I may further mention, as a proof of the liberal spirit of the British possessions, that Spanish ships and cargoes are admitted into their ports on the same footing in every respect as British ships and cargoes, which fact presents a striking contrast to the imposts and restrictions to which the Spanish flag is elsewhere subjected.

"Your Excellency is no doubt cognizant whether any obstacle to granting the concessions I have enumerated may exist in consequence of any special treaty stipulations between Spain and other countries, but if it be the case that Spain does not usually include her Colonial trade in her commercial conventions with other nations, no difficulty on that score can arise. I shall be glad however to learn if I am correctly informed on this point.

"I have further only to thank your Excellency on behalf of my fellow Commissioners and myself for the kind and courteous reception accorded to us, and to assure you of the high respect and consideration with which

"I have the honor to be,

"Your Excellency's most obedient servant,

"T. RYAN,

"Chairman of B. N. A. Commission."

" 31ST MARCH, 1866.

" The Count A. de Toledo has the pleasure to tell to Mr. Ryan, President of the British Commission from the Provinces of North America, in answer to his kind letter of 22nd instant, that he has received with the utmost satisfaction the books and notices concerning the statistics of the British Provinces, that he had the goodness to forward to him, being very grateful for this kind and valuable attention.—Mr. Ryan may also be assured that he will do all in his power to study such interesting documents in order to favor the views of the said Commission.

" In the meanwhile he begs Mr. Ryan and the Commission to accept the assurance of his high respect and consideration.

" L. U. C. ARMILDEZ DE TOLEDO.

" Thos. Ryan, Esq.,

" President of the British Commission."

On the 23rd March, previous to the receipt of the Intendente's reply, it was arranged that Messrs. Delisle and Smith should proceed along the southern coast of the Island to Santiago de Cuba and thence cross to Kingston, Jamaica, while Mr. Ryan remained at Havana to complete negotiations and prosecute enquiries. He then visited the neighboring port of Matanzas on the north shore, whence Muscovado sugar and molasses are largely shipped to the Provinces. There he met Mr. Da Costa, the British Vice Consul, and made the acquaintance of merchants interested in the business of the place, to whom the Commission is indebted for much information. On the 28th March he returned to Havana, and on the 31st, the date of the Intendente's reply, he took his departure for New York.

Messrs. Delisle and Smith left Havana for Batabano on the 24th of March, and embarked on board a coasting steamer for Santiago de Cuba, where they arrived on the 28th, and remained until the 8th of April, their time being occupied in obtaining information respecting the commerce of that part of the island.

On the ninth they arrived at Kingston, Jamaica, and wrote to His Excellency the Governor, Sir Henry Storks, that they would wait upon him the next day, which they accordingly did, and His Excellency, who received them with great cordiality, expressed himself as fully concurring in their object. He introduced them to the members of his Executive Committee, by whom it was determined that a meeting of merchants should be called, which took place of the 13th. The Commissioners explained their views to the meeting, and the following resolutions were adopted :—

" *Resolved*,—That this meeting hails with pleasure the arrival amongst us of Mr. A. M. Delisle and Mr. William Smith, Commissioners on Trade from British North America, and desires to tender its cordial thanks to those gentlemen for the lucid and interesting explanations they have afforded on the subject of trade between British North America and the British West India Islands.

" *Resolved*,—That this meeting fully concurs in the views which have been enunciated by the Commissioners on the subject of Intercolonial Trade, and in the event of their being brought into maturity would strongly urge upon the Government the advisability of contributing a fair share of any subsidy necessary for the establishment of a line of steamers to perform the service, the disposition on the part of the British North American Provinces being to establish such trade on a footing mutually advantageous."

Sir Henry Storks subsequently appended to the minute drawn up at Demerara the following assent :—

" I fully concur in the minute, I shall be prepared to promote the arrangement submitted when the new form of Government for the colony is established.

" H. K. STORKS."

" Kingston, 17th April, 1866."

The Commissioners left Kingston on the 18th, and on the 20th arrived at Port au Prince, Hayti. They were introduced by Mr. St. John, the British *chargé d'affaires*, to Mr. Elie, the Haitien Minister of Finance and Commerce, by whom they were presented to President

Geffrard, who received them with great civility, expressed himself favorable to their views and supplied them with statistical documents. They left Port au Prince on the 21st April, and arrived at New York on the 29th.

The Commissioners who proceeded to Brazil, visited first the cities of Para, Pernambuco and Bahia. They met in each of these places several of the chief merchants and obtained from them information relating to the trade of their respective districts. The Commissioners arrived at Rio de Janeiro, the capital of the Empire, on the 27th day of February, 1866, and at once made known to the Government of His Imperial Majesty the Emperor—through the British Vice-Consul—their arrival, and the object of their visit.

His Excellency Senhor Saraiva, the Brazilian Minister of Foreign Affairs, was pleased to intimate to the Commissioners his readiness to confer with them upon the subject of their visit, and appointed a day on which to receive them.

The Commissioners accordingly waited upon His Excellency and explained fully the commercial position and prospects of the British North American Provinces, and the desire of the respective Colonial Governments to extend their commercial relations with Brazil. His Excellency expressed himself much interested in the several questions which were brought to his notice, intimated his readiness to do anything in his power calculated to promote the trade of the Empire, and requested that the Commissioners would furnish him with a memorandum of the propositions which had been discussed with him, in order that he might submit the same for consideration of ministers, at a meeting of the Cabinet to be held next day. The following memorandum was accordingly transmitted to His Excellency:—

“HOTEL DES ETRANGERS,
“Rio de Janeiro, 5th March, 1866.

“The undersigned have the honor respectfully to submit to His Excellency that they are members of a Commission recently appointed by the Governments of the British North American Provinces of Canada, New Brunswick, Nova Scotia and Prince Edward Island, to visit the Empire of Brazil, and to ascertain whether the Government of His Imperial Majesty concurs with the Governments of the several Provinces named, in the desire entertained by them, to increase the mercantile intercourse between Brazil and these Provinces; also, to ascertain whether the Government of His Imperial Majesty would be disposed to regard the establishment of reciprocal free trade between the Empire of Brazil and the British North American Provinces as calculated to increase the mercantile intercourse between the two countries, to develop their resources and to conduce to the mutual advantage of their respective inhabitants; and also, whether the Government of His Imperial Majesty concurs in the expediency of reciprocally opening the coasting trade of the two countries and permitting the transfer of British Colonial built ships to Brazilian registry upon the same terms as Brazilian built vessels may now be transferred to British registry.

“The undersigned beg permission further to submit to His Excellency, that the countries which they represent contain a population little less than four millions, who consume largely sugar, coffee, tobacco, hides, india-rubber, furniture woods, and other productions of Brazil, and that these countries produce flour, fish and lumber.

“The right reciprocally to interchange the productions of Brazil and of the British North American Colonies free of duty—the mutual opening of the Brazilian and British Colonial Coasting Trade, and the permitting of the transfer of British built ships to Brazilian registry on the same terms as Brazilian ships may now be transferred to British registry would, in the opinion of the undersigned, lead to the establishment of a very extensive trade between these countries, would promote the development of their vast resources, and advance the interests of their inhabitants.

(Signed,)

“J. W. DUNSCOMBE,
“ISAAC LEVESCONTE,
“W. H. POPE.”

“To His Excellency,

“Senhor JOSE ANTONIO SARAIVA,

“His Imperial Majesty’s Secretary of State for
“Foreign Affairs, &c., &c., &c.”

The Commissioners subsequently had several interviews with the Minister of Finance and also with the Director General of Revenue and an officer of the Customs Department, and with these gentlemen fully discussed the question of the trade of the British North American Colonies, and the several propositions contained in the memorandum submitted for the consideration of the Minister for Foreign Affairs. The Commissioners furnished the Brazilian Government with statistical tables of the trade of the respective Provinces, and received from them the official Returns of the Trade and Commerce of Brazil. The reply of the Imperial Government to the proposition submitted by the Commissioners, was communicated in the following letter* from His Excellency Senhor Saraiva :—

(Translation.)

“RIO DE JANARIO, 27th March, 1866.

“FOREIGN OFFICE.

“The Imperial Government has received the memorandum which was addressed to them by the Commissioners from Canada, Nova Scotia, New Brunswick, and Prince Edward Island, containing the following propositions :—

“1st. A fuller reciprocal establishment of free trade between the two countries.

“2nd. Free permission of coasting trade, with the same clause and reciprocity.

“3rd. Permission to transfer vessels built in the British Colonies from their own to the Brazilian flag, and under the same conditions as that of Brazilian vessels to the British flag.

“It is incumbent on me to say in answer, that the Imperial Government has the intention of making an effort to obtain the insertion in the Brazilian laws of all the principles which tend to develop our commerce to the fullest extent, not only with America, but also with all other nations of the globe.

“The realization of the views of the Imperial Government, however, depending on measures of legislation, they can only assure you that the proposition in question shall be opportunely considered, and I have the pleasure of announcing to you that, in reference to coasting trade, the Imperial Government has just enlarged that traffic by permitting foreign vessels to conduct it between the ports of the empire, in which there are custom houses, until the end of December, 1867—a term which will be naturally extended.

“If this is not quite as much as the Commissioners wish, it is without doubt a step in that direction; added to which a project is pending in the Senate which is to facilitate the transfer of the flag of foreign vessels to that of the national.

RIO DE JANEIRO, 27 de Março de 1866.

* Gabinete do Ministro dos Negocios Estrangeiros.

O Governo Imperial recebeu o memoradum que lhe foi dirigido pelos Snrs. Commissarios do Canada, Nova Escossia, Nova Brunswick e Ilha do Principe Edward, contendo as seguintes proposicoens :

1o. Mais amplo e reciproco estabelecimento de commercio livre entre os duos Paizes.

2o. Franqueza de commercio de cabotagem aos navios das ditas Possessoens com a mesma clausula e reciprocidad.

3o. Admissão da transferencia dos navios construidos nas colonias inglezas para bandeira brazilleira e sob as mesmas condiçoens de que os navios de construcção brasileira sejam transferidos para a bandeira das colonias inglezas.

Em resposta cabe-me dizer que o Governo Imperial esta no proposito de esforçar se para que sejam inseridos na leglação do Brazil todos os principios que tenham a desenvolver mais o nosso commercio, não só com a America como com as demais naçoens do mundo.

Dependeudo porém, de medidas legislativas a realisação das vistas do Governo Imperial apenas pôde elle agora afançar que será opportunamente considerada a propcsta de que se trata, e tenho o prazer de annunciar que, em relção á cabotagem o Governo Imperial acaba de ampliar a respectiva navegacão, permitindo que os navios estrangeiros a fação entre os portos do Imperio em que ha Alfandegas até o fim de dezembro de 1867 : prazo que naturalmente será espaçado.

Se não é isso quanto desejão os Snrs. Commissarios, é sem duvida um passo n'esse caminho; accrescendo que do Senado pende um projecto que facilita a transferencia da bandeira dos navios estrangeiros para a nacional.

Approveito a occasião para afferecer aos Snrs. Commissarios a expaessão dos meus sentimentos de perfeita estima e distincta consideração.

JOSE ANTONIO SARAIVA

Aos Snrs. Commissarios do Canada,
Nova-Brunswick, Nova Escossia,
e Ilha de Principe Edward.

"I avail myself of the opportunity to offer to the Commissioners the expression of my perfect esteem and distinguished consideration.

(Signed,)

"JOSE ANTONIO SARAIVA."

"To the Commissioners from Canada, New Brunswick,
Nova Scotia and Prince Edward Island."

This communication was acknowledged by the Commissioners in the following terms:—

(Copy.)

"RIO DE JANEIRO, 28th March, 1866.

"The undersigned Commissioners from the British Provinces of Canada, Nova Scotia, New Brunswick and Prince Edward Island have the honor to acknowledge the receipt of a communication from His Excellency Senhor Jose Antonio Saraiva, His Imperial Majesty's Secretary of State for Foreign Affairs, in reply to the memorandum which they had the honor to address to His Excellency on the fifth of March instant.

"The undersigned beg that they may be permitted to inform His Excellency that they receive with the greatest satisfaction the announcement of the intention of the Government of His Imperial Majesty to make an effort to obtain the insertion into the laws of Brazil of all the principles which are best calculated to develop the commerce of Brazil with all the nations of the globe.

"His Excellency having stated that the realization of the views of the Imperial Government depends on measures of legislation, the undersigned beg most respectfully to tender to His Excellency the expression of their thanks for the assurance which he has given them that the propositions contained in the memorandum which they had the honor to submit to His Excellency shall be opportunely considered. The action already taken by the Government of His Imperial Majesty relative to the coasting trade; and with the view to facilitate the transfer of foreign vessels to Brazilian registry—the subject of two of the propositions which the undersigned had the honor to submit for the consideration of His Excellency—they regard as an important step towards the accomplishment of the object of their visit to the Empire of Brazil; and they trust that they may be permitted to cherish the hope that the remaining proposition, when opportunely considered, may receive the approbation of the Government and Legislature of Brazil, and in the meantime the undersigned will avail themselves of the earliest opportunity to submit to their respective Governments the communication of His Excellency.

"The undersigned beg to tender to His Excellency the expression of their grateful sense of the attention and consideration which they have received, not only from His Excellency, but also from those officers of His Imperial Majesty's Government with whom they have had intercourse, and they now avail themselves of this opportunity to tender to His Excellency the expression of their profound respect and distinguished consideration, and to subscribe themselves,

"His Excellency's most obedient, humble servants,

(Signed,)

"J. W. DUNSCOMB,

"ISAAC LEVESCONTE,

"WM. H. POPE."

The Commissioners think it proper to state, that shortly after their arrival, they had the honor of being presented to His Imperial Majesty the Emperor, by Her Britannic Majesty's Minister and Plenipotentiary at the Court of Brazil.

The Emperor during a lengthy audience with which the Commissioners were honored at the Palace of Boa Vista at Saint Christoval, heard with manifest pleasure the expression of the desire of British North America to extend her commercial relations with the Brazilian Empire. His Majesty made minute enquiries relative to the Victoria Bridge, the extent, climate, agriculture, the railways, canals, products, trade and tonnage of British North America, and expressed himself much interested in the object which had brought the Commissioners to Brazil.

They also had the distinguished honor of a presentation to Her Imperial Majesty the Empress, who made many enquiries about their respective countries, and evinced her familiarity with the latest works on British North America.

The Commissioners left Rio de Janeiro on the 3rd April, and arrived at New York on the 2nd May.

BRAZIL.

The empire of Brazil covers an area of 3,134,000 square miles. The United States cover but 2,999,848; China but 1,297,000; British India but 934,000, so that with the exception of Russia with 7,800,000, and British America with say 3,400,000, it is the largest country in the world. It is nearly as large as all Europe. Discovered in 1499 by Pinçon, the commander of a Portuguese fleet which was blown out of its course when proceeding to India round the Cape of Good Hope, it remained with some vicissitudes a Portuguese colony, until the beginning of the present century. In 1808 the Royal family of Portugal fled to Brazil in consequence of European complications—returning to Portugal in 1820. In 1821, a national congress proclaimed the independence of the country, and in 1822, Don Pedro, the eldest son of King Joan VI of Portugal, was chosen and proclaimed Emperor. His son, Pedro II, now rules. The Government of Brazil is a constitutional monarchy—the lower house having the initiative in the assessment of taxes, and the ministers being, as with us, responsible to the chambers.

The geographical position of Brazil gives it many advantages, It is in the direct route of vessels bound to or from European or North American parts and the Pacific and Indian Oceans, and Pernambuco is often made a half way station for them to receive orders. With a coast line of 3000 miles, an interior river navigation of many thousand more*—with numerous fine harbors, safe and easy of access—with a soil of great fertility, and a climate which allows tropical vegetation to develop itself in all its luxuriance—with varied and almost inexhaustible mineral wealth—it seems specially marked out to be a wealthy and prosperous country.

It is now estimated to contain a population of 10,045,000, of whom one-fifth are slaves, but as no accurate census has ever been taken, these figures are by many supposed to be excessive. The slave population is being rapidly diminished, as the negroes are allowed to emancipate themselves, and for years past the importation of slaves has been forbidden under very severe penalties. The chief cities, Rio de Janeiro (with nearly half a million of souls), Bahia, Pernambuco, Para, are well built, and possess the requisite facilities for carrying on commerce on the largest scale.

For a thorough knowledge of the trade of Brazil, it is necessary not only to examine the returns of the business of the whole empire, but also to investigate the particulars relating to the provinces separately, several of them being as large as many independent countries.

Their names and population are as follows :

1. S. Pedro Rio Grande do Sul	420,000
2. Santa Catharina.....	150,000
3. Parana.....	100,000
4. San Paulo.....	780,000
5. Rio de Janeiro.....	1,400,000
6. Espirito Santo.....	65,000
7. Bahia.....	1,400,000
8. Serjipe.....	275,000
9. Alagoas.....	300,000
10. Pernambuco.....	1,300,000
11. Parahyba.....	280,000
12. Rio Grande del Norte.....	225,000
13. Ceara.....	540,000
14. Piauhy.....	250,000

*Steam navigation on the Amazon is regularly carried on as under:—

In Brazil : Para to Manaos	862	English miles : Fare \$50 00
do Manaos to Tabatinga	859	do 40 00
In Peru : Tabatinga to Yurimagua	709	do 33 00
	<hr style="width: 50px; margin: 0 auto;"/>	
	2,430	<hr style="width: 50px; margin: 0 auto;"/>
		123 00

This is no doubt the best route for many manufactures from Europe or North America to Peru.

15. Maranhao.....	400,000
16. Para.....	320,000
17. Minas Geraes.....	1,450,000
18. Goyaz	220,000
19. Matto Grosso.....	100,000
20. Amazonas.....	70,000
	10,045,000

FINANCES.

The revenue and expenditure of the empire for the three most recent years for which we have returns, are:—

	Revenue.	Expenditure.
1861-2.....	\$27,935,405	\$28,023,728
1862-3.....	25,743,738	29,760,495
1863-4.....	29,086,638	29,182,278

The principal receipts of 1863-4 were from the following sources:

Import duties.....	\$15,398,013
Export duties.....	4,540,626
Internal revenue.....	4,684,836

The principal expenditures were made by the Departments of

Finance.....	\$ 9,517,651
War.....	6,101,400
Navy.....	4,354,698
Public Works.....	3,791,692

The debt is of several kinds. The foreign debt, owned exclusively in England, amounts (1863-4) to £7,947,100 sterling and the interest upon it is about 5 per cent.; the home funded debt (March 31, 1865) is \$40,188,200, almost entirely at 6 per cent. interest.

In addition there is a floating debt of about \$2,000,000, and an issue of Government paper money of about \$14,000,000, showing a total indebtedness of say \$96,000,000.

EXPORTS.

The productions of so large a territory are necessarily very diversified. They include all tropical vegetables and fruits, many kinds of furniture and dye woods, many medicinal drugs, gold and diamonds. We are, however, chiefly concerned with the great staples exported, which were as follows in the three latest years for which we have returns:—

VALUE OF EXPORTS FROM BRAZIL.*

	1861-2.	1862-3.	1863-4.
	\$	\$	\$
Spirits (Rum)	429,185	409,615	325,135
Cotton	3,893,075	8,408,804	14,167,805
Sugar, white	3,199,815	3,004,933	2,301,378
Sugar, brown	7,968,055	6,035,581	7,621,013
Hair and Manilla.....	172,506	159,466	215,971
Cocoa.....	721,029	789,468	654,371
Coffee.....	29,373,497	28,287,467	27,065,342
Hides, salted	2,926,376	2,417,294	2,613,037
Hides, dry	1,916,855	1,207,923	1,360,809
Diamonds	2,120,724	2,058,088	2,064,362
Tobacco	2,439,309	3,101,005	1,756,317
India rubber	1,219,079	1,637,056	1,847,687
Rosewood	463,919	391,028	335,116
Tea (native)	702,188	757,391	755,204
Gold (bullion).....	1,060,600	388,813	57,018
Miscellaneous.....	1,753,690	1,585,066	1,594,785
Total.....	60,359,971	61,230,998	64,735,350

The countries to which these exports were sent in 1863-4 were:—

Great Britain and her possessions.....\$	20,242,540	<i>Brought forward</i>\$	62,637,605
United States	10,833,383	Ports on the Mediterranean.....	319,175
France and her possessions	8,530,467	Belgium	310,172
Ports in the British Channel.....	6,789,614	Italy	282,574
Portugal and her possessions.....	3,331,129	Turkey	298,595
Spain and her possessions	2,158,308	Russia.....	247,407
Rio da Prata	2,007,132	Coast of Africa.....	245,684
Sweden and Norway	842,400	Baltic Sea Ports	154,070
Hanse Towns	592,190	Mexico	145,750
Chili	594,328	Greece.....	46,123
Austria	382,417	Ports not specified	23,890
Denmark	333,688	Holland	20,667
<i>Carried forward</i>	\$ 62,637,605	For consumption on board ship	3,620
			\$ 64,735,350

The exports of the year were from the following provinces:—

Rio de Janeiro.....\$	27,112,320	<i>Brought forward</i>\$	49,240,560
Pernambuco	9,226,728	Para.....	2,914,936
Bahia.....	6,529,083	Parahyba	2,904,528
Alagoas	3,296,591	Rio Grande.....	2,378,516
Maranhao.....	3,075,838	Other Provinces.....	7,296,811
<i>Carried forward</i>	49,240,560		\$ 64,735,350

*In reducing the above table from Brazilian money to our own, the value of the mil réis is taken to be 50 cents. This is a very close approximation indeed.

BRAZILIAN CURRENCY, at par

Contos, =1000 mil réis.....	=£112 10 0 stg.
Mil réis, =1000 réis.....	= 0 2 3
Cruzado, = 400 ".....	= 0 0 10.8
Pataca, = 320 ".....	= 0 0 8.44
Tostao, = 100 ".....	= 0 0 2.7
Vintem, = 20 ".....	= 0 0 0.54

COINAGE:

Gold,	10 mil réis.
Silver,	500 réis,—200 réis.
Copper,	40 " 20 "

BRITISH COIN:

Sovereign=Rs. 8 \$888.
(Read eight mil eight hundred and eighty-eight réis.)

The export duty amounted to the following sums :

1861-2.	1862-3.	1863-4.
\$4,005,788	\$4,076,827	\$4,452,069

In 1863-4 it was collected at the following places :

Rio	\$ 1,848,598	<i>Brought forward</i>	\$ 3,166,105
Perzambuco	653,949	Santos	220,238
Bahia	409,022	Alagoas	230,784
Maranhao	253,637	Other places	834,942
<i>Carried forward</i>	\$ 3,166,105		\$ 4,452,069

The other duties collected at the Customs Houses in 1863-4 were—

Clearances (<i>despacho maritimo</i>)	\$ 114,202
Duties peculiar to the Provinces	285,161
Extraordinary imposts	34,360
Deposits	307,967
	\$ 741,690

IMPORTS.

The articles imported into Brazil in return for the exports, were :

	1861-2.	1862-3.	1863-4.
	\$	\$	\$
Oil	482,944	464,860	561,144
Cod and other fish	757,420	744,766	691,683
Spirituous Liquors	1,475,172	728,725	832,863
Boots and Shoes	660,160	617,558	663,104
Meats	4,005,472	2,748,734	3,571,888
Coals	1,402,733	1,038,171	916,833
Hats	686,545	696,512	692,249
Hides and Skins	384,507	487,533	450,620
Drugs	619,648	499,805	749,079
Flour	2,890,809	2,461,313	2,071,291
Hardware	3,090,185	2,603,943	2,398,958
Iron	516,006	725,364	335,027
Earthen and Glassware	812,488	920,870	731,428
Machinery	382,104	425,465	310,687
Butter	925,570	1,102,163	970,068
Manufactures of Cotton	17,469,384	11,913,703	11,985,448
" Wool	1,958,492	1,983,529	2,200,500
" Linen	1,183,037	1,085,198	1,496,318
" Silk	1,069,771	1,093,859	1,175,496
" Mixed	1,398,790	1,243,035	1,367,972
Bullion	1,021,744	2,194,444	9,803,530
Gold and Silver ware	902,651	1,149,371	771,277
Paper	544,579	496,747	603,723
Powder	284,579	300,798	259,301
Silver	47,750	68,000	382,619
Clothes	632,963	865,448	764,780
Salt	564,636	564,038	663,361
Wine	2,082,865	2,354,369	2,516,031
Other articles	6,094,582	7,987,017	11,285,659
Total	\$55,265,595	\$49,586,354	\$61,522,937

The Countries whence these imports were derived were—in 1863—4 :

Great Britain and her possessions.....\$	32,419,055		
France and her possessions	11,555,206	Denmark	\$ 60,261,610
Rio da Prata	4,531,186	Holland	66,210
Portugal and her possessions	3,173,208	Italy	58,046
United States	3,129,742	Austria	389,202
Hanse Towns	2,726,934	Chili	388,272
Spain	1,125,037	Peru	73,341
Belgium	902,952	Ports not mentioned.....	11,490
Ports in the Empire.....	493,298	Pesca	135,000
Sweden	204,994	Africa	4,948
		Paraguay	134,812
			6
<i>Carried forward</i>	\$ 60,281,610		
		Total	\$ 61,522,937

These imports were thus distributed among the Provinces :—

Imports into Rio	\$ 35,316,677
" Pernambuco	9,198,737
" Bahia	8,051,435
" Para	2,642,117
" Rio Grande.....	2,073,536
" Maranhao.....	1,953,957
" Ceara	458,993
" Santos	187,081
" Other Provinces.....	1,660,404
	\$61,522,937

The Brazilian returns, from which all the above figures are taken, do not devote a separate line to the British Colonies in any part of the world. To find the amount of the exports from Brazil to British North America, the tables of imports into the several Provinces must be consulted. To find the imports into the Empire we must take the exports from the Provinces. This gives us the following tables :

TABLES showing the extent of the direct Trade of British North America with Brazil.

Exports.	Quantities.	Values.	
		\$	\$
Prince Edward Island, (1864).....	nil		
New Brunswick, (1864).....	nil		
Nova Scotia, (1865).			
Codfish, —	lbs. 277,120	12,000	12,000
Newfoundland, (1864).			
Dry Codfish.....	qtls. 154,518	772,590	
Flour.....	bbis. 580	2,900	
Board & Plank.....	feet 4,000	40	
			775,530
Canada, (Quebec,) (1865).			
Deals } Feet, Imperial.....	355,946 }	3,560	3,560
} or Quebec standard.....	18,000 }		
Total			\$791,090

* The Commissioners have no returns from Gaaspé, except that seven vessels cleared thence for Brazil in 1864-5, with cargo, and there was no doubt a considerable export of fish.

Imports.	Quantities.	Values.	
		\$	\$
<i>Prince Edward Island</i>	<i>nil</i>		
<i>New Brunswick</i>	<i>nil</i>		
<i>Nova Scotia</i>			
Coffee.....lbs.	42,886	6,433	
Tobacco.....pkgs.	60	60	
<i>Newfoundland</i>	<i>nil</i>		0,493
<i>Canada</i>	<i>nil</i>		
Total.....			\$6,493

These Tables of course relate to direct trade. The quantities of Brazilian produce which reach British North America, especially Canada, through the United States and through England, and those of British American produce sent in the same round-about channels, are undoubtedly much larger, and it is a matter of regret that they cannot be accurately ascertained.

SHIPPING.

The ships and vessels engaged in the business of the Empire for the three latest years given in the returns, were—

	1861-2.		1862-3.		1863-4.	
	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.
LONG SEA VOYAGES—VESSELS.						
Brazilian	214	128	400	177	374	368
Foreign.....	2,579	2,470	2,664	2,550	2,516	2,428
	2,793	2,598	3,064	2,727	2,890	2,796
TONNAGE.						
Brazilian	30,215	27,934	42,695	41,216	61,604	45,796
Foreign.....	908,692	1,055,194	903,518	1,055,800	854,197	984,257
	938,907	1,083,128	946,213	1,097,016	915,801	1,030,053
COASTING VOYAGES.						
VESSELS	3,110	3,013	3,452	3,411	3,370	2,966
TONS	659,420	610,345	726,300	724,489	658,651	567,432

Foreign shipping is at no disadvantage in Brazilian ports. Imports in foreign vessels are not subject to higher rates of duty than those in Brazilian ships. The coasting trade has just been thrown open to vessels of all nations, as the Commissioners were formally made acquainted, by order of the Imperial Government, in a communication from His Excellency Sr. Saraiva, His Imperial Majesty's Minister for Foreign Affairs.

PRICES, &c.

The Brazilian Custom House officers give the following as the average official prices of leading articles of export, during the year 1863-4, at the chief ports of the Empire (Brazilian currency) :—

	Rio.	Bahia.	Pernam- buco.	Maranhao.	Para.
Rum	\$400	\$356	\$385		
Cotton.....per canada	16\$073	21\$854	22\$657	22\$160	19\$233
Sugar, white.....do	4\$886	2\$642	3\$542		
" brown.....do	3\$112	2\$402	2\$473		
Coffee.....do	6\$749	6\$311	8\$480		
Hides, salted.....do	6\$163	6\$425	4\$447		
" dry.....do	7\$380	7\$502	3\$215		
Cocoa.....do			4\$792	4\$823	

The most reliable commercial Brazilian price-list supplies us with the following figures for the Rio de Janeiro market :

	Brazilian price current, 24th March, 1866.	The same reduced to Canadian currency and weights or measures.
Rum	95 \$000 @ 100 \$000 per pipa	40 @ 48 cents per gallon.
Cotton	20 \$000 @ 21 \$000 per arroba.....	31 @ 35 cents per lb.
Sugar, raw.....	2 \$100 @ 2 \$200 "	3½ @ 3½ cents "
" refined.....	3 \$600 @ 4 \$500 "	6 @ 7 cents "
Coffee, finest.....	7 \$800 "	12 cents "
" inferior.....	4 \$800 "	7½ cents "
Cocoa.....	3 \$300 @ 3 \$400.....	5 cents "
Hides, salted.....	\$250 @ \$280 per libra	12½ @ 14 cents "
" dry.....	\$220 @ \$240 "	11 @ 12 cents "
Tobacco, leaf.....	4 \$000 @ 7 \$000 per arroba.....	6½ @ 11 cents "
Indian rubber.....	16 \$000 "	24 cents "

BRAZILIAN WEIGHTS.

Ton = 13½ quintal = lb av. 1748.93
 Quintal = 4 arrobas = " 129.56
 Arroba = 32 libras = " 32.39
 Libra = 2 marcos.
 Marco = 8 oncas.

LIQUID MEASURES

Pipa = 180 canadas = 105½ Imp. gls.
 Almude = 12 canadas.
 Canada = 4 quartilhos.

Mem.—The canada of Bahia is 435 cubic inches, the above canada, that in use at Rio, is 162½ cubic inches.

LINEAL MEASURES.

Braça = 2 varas = 10 palmos = inches 86.6162
 Vara = 5 palmos = 43.3081
 Palmo = 8 polegadas = 3.8616
 Polegada = 1.0827

By a law recently passed, the French metrical system of weights and measures is immediately to supersede the Brazilian system.

To these prices should be added the Brazilian export duty, which is of two kinds: first, the Imperial duty, which is the same throughout the Empire, and is 7 per cent. on all articles; and, secondly, the Provincial duties which vary in the different Provinces and amount to from 2 to 14 per cent. If we add 20 per cent. to the prices in the above list, we shall arrive at a close approximation to the cost of the several articles free on board ship.

It is not easy to state with precision the cost of freight to North America, for it depends on so many varying circumstances. It should certainly not exceed that to Britain itself to which several of the above articles are sent before being brought hither.

TARIFF.

A distinction is made in the Brazilian Tariff between the necessaries of life and the luxuries—the latter being charged with the higher rates of duty. Lumber, furniture and clothes are almost the only exceptions to this rule.

The duties on imports are nominally *ad valorem*, but are in reality specific in their operation, for there is an official value fixed on every possible variety and kind of import, and the *ad valorem* duty is levied upon this official value. The published Tariff enumerates no less than 1475 articles, and extends over an octavo volume of 318 pages, with an alphabetical index of 85 pages more. In consequence of this system the price lists in use by merchants give the duty at so many *réis* on each unit of measure or weight, as if the Tariff were specific, instead of mentioning the *ad valorem* rates.

These duties are of 5, 10, 20, 30, 40 and 50 per cent. with, in some cases, 2 or 5 per cent. on the amount of duty added for special purposes or limited periods.

The 50 per cent. duty applies only to fermented liquors, (beer, cider, mead,) and to spirits and wines.

The 40 per cent. duties are levied upon furniture and other manufactures of wood, and upon ready-made wearing apparel of almost every kind, such as boots and shoes and coats, trowsers, shirts.

Hats pay 30 per cent., also velvets, silks, cottons, hardware, lumber of all kinds, tea, whale or other animal oil.

The 20 per cent. list is limited, comprising chiefly hides and metals in pigs.

The 10 per cent. list embraces horses, smoked or salted meats, fish, wheat and wheat flour, bran, potatoes, oats, &c.

Gold and silver ware (including watches), garden and grass seeds are charged with 5 per cent.

Agricultural implements, machinery for factories, steamboats or railways, cows, sheep and goats, bees, silkworms, coals, coke, guano and other manures are free.

The following is a list of the rates of duties established according to official valuation upon the principal articles the produce or manufacture of British North America, which might perhaps be sent into the Brazils, to which is added a column of the quantities of these articles exported in 1863-4 from the United States to Brazil. The year was not one of extensive trade between the two countries, owing to the effects of the war, but the statement is given to shew that a trade is done in these articles by a people who have no greater natural advantages for producing them, and not much greater geographical facilities for sending them than the British Provinces possess:—

ARTICLES.	Official amount of the duty, (Brazilian currency—reiss and mil reiss.)	Rate of duty on which this official amount is based.	Quantities or values of the the articles exported to Brazil from the U. S.— (U. S. Cy.)
Agricultural Implements.....		Free.....	\$20,073.
Ale and Beer (a).....	\$280 per canada.....	50 per cent.	
Boots (b).....	2 \$000 per pair.....	40 ".....	7640 pairs.
Shoes.....	\$800 ".....		
Coals.....	Free.....	Free.....	310 tons.
Codfish.....	\$600 per quintal.....	10 per cent.....	1654 cwts.
Meats:—Beef (salt) (d).....	\$480 per arroba.....	".....	645 barrels.
" tongues.....	\$600 ".....	".....	
Pork (salt) (d).....	\$800 ".....	".....	566 barrels.
(Smoked).....	\$060 per libra.....	".....	{ Hams and Bacon.
Bacon.....	\$600 per arroba.....	".....	{ 134,229 lbs.
Bread and Biscuit (sea).....	\$150 per arroba.....	10 per cent.....	{ 5123 bar'ls
Crackers:—Fine biscuit.....	\$050 per libra.....	30 per cent.....	{ 1485 kegs
Ordinary.....	\$400 per arroba.....	10 per cent.....	{ 1558 boxes. } Worth
Butter.....	\$120 per libra.....	30 per cent.....	8091 lbs.
Lard (c).....	1 \$500 per arroba.....	".....	1,720,017 lbs.
Barley—in the husk.....	\$200 per arroba.....	10 per cent.	
Pearl.....	\$020 per libra.....	".....	
Wheat.....	\$060 per arroba.....	".....	
Flour.....	\$150 ".....	".....	407,974 barrels.
Bran.....	\$150 ".....	".....	
Ice.....	\$300 per ton.....	".....	2518 tons.
Clothes—ready made.....	Many enumerated kinds, Cot- tons, Woollens, &c.	40 per cent.....	\$2491.
Woollen manu- factures (f).....	{ Coarse, Medium Fine. \$480 per vara..... \$800 "..... 1 \$500 ".....	30 per cent.	
Animals:—Horses.....	5 \$000 each.....	10 per cent.	
Cows.....		Free	
Potatoes.....	\$200 per quintal.....	10 per cent.....	58 bushels.
Paper:—Printing.....	\$020 per libra.....	".....	\$32 013.
Other kinds.....		30 per cent.	
Hay.....	\$120 per arroba.....	10 per cent.....	56 bales.
Furniture.....	(Many enumerated amounts—all).....	40 per cent.....	{ \$48,660 house furniture. \$30,000 other wooden manu- factures.
Oats.....	\$050 per libra.....	10 per cent.....	533 bushels.
Fish and animal oils (a).....	\$180 per canada.....	30 per cent..	
Burning oils (a).....	\$200 per libra.....	".....	{ 34,452 gal. Pot. crudo. 298,316 " refined. 90,043 gal. coal oil. 2,896 benzine.
Soap.....	Various.....	30 per cent.....	460,928 lbs.
Tallow.....	\$500 and \$700 per arroba.....	10 per cent.....	45,878.
Sq. tim- ber and logs.....	{ Up to 5 inches in thick- ness..... Up to 40 palms long..... } \$030p palm	30 per cent.....	
Pine or any timber except oak and teak (g). More than 20 up to 30. More than 30.	{ Over 5 inches and to 10 in. thick..... Up to 50 palms long..... } 080 "	".....	
	{ Above 50 palms.. } 100 "	".....	
	{ Up to 50 palms.. } 150 "	".....	
	{ Above 50 palms.. } 240 "	".....	
	{ Up to 60 palms.. } 400 "	".....	
	{ Over 60 palms... } 600 "	".....	
	{ Up to 60 palms.. } 800 "	".....	
	{ Over 60 palms... } 1000 "	".....	
PLANK AND BOARDS.			
Pine up to one inch thickness	\$20 per palm.....	30 per cent.	
For each additional inch in thickness.....	20 ".....	".....	8008 shooks staves.

(a) When Beer, Ale and Oils come in casks, they are subject only to the above duties, and Oils are allowed 10 and 12 per cent. tare. When they are in large bottles (demi-johns, carboys,) they pay 25 per cent. more; when in ordinary bottles, flasks, or other such vessels of earthenware or glass, 50 per cent. more.

(b) To show fully the character of the Brazilian Tariff and the minuteness of its enumerations, the

**REMARKS RESPECTING CERTAIN ARTICLES WHICH MAY BE EXPORTED TO BRAZIL FROM
BRITISH NORTH AMERICA.**

With respect to some articles which the Commissioners think could be profitably exported to Brazil from British North America, the following remarks are added:—

Ale and Beer.—There appears no reason why ale and beer should not be sent to

tariff on Boots and Shoes and other covering for the feet is here appended—the whole being article 51 of the 1475:—

Boots—Long Riding boots of white or colored leather	4\$000	the pair
“ “ leather varnished in whole or in part.....	6 000	“
“ Of varnished leather	3 200	“
“ Of any other quality	2 000	“
“ (Hessian bottines) of leather of any other quality—for men or women.....	1 600	“
“ “ “ boys and girls	900	“
“ “ “ infants.....	400	“
“ Of any kind of wool, cotton or linen stuff—for men and women.....	1 000	“
“ “ “ boys and girls	700	“
“ “ “ infants	300	“
“ Of any quality of silk—for men and women.....	2 000	“
“ “ “ boys and girls	1 300	“
“ “ “ infants.....	800	“
“ Buskins of sheepskin or any other skins or textile material—for boys and girls..	200	“
“ “ “ infants	150	“
Slippers or sandals of varnished leather or goatskin or the like	600	“
“ “ leather of any other quality, plain	200	“
“ “ “ embroidered or ornamented.....	360	“
“ “ any kind of cotton or linen, plain.....	160	“
“ “ “ embroidered or ornamented.....	300	“
“ “ list or any woollen fabric, plain.....	240	“
“ “ “ embroidered or ornamented.....	1 200	“
“ “ any quality of silk, plain.....	800	“
“ “ “ embroidered or ornamented.....	1 600	“
Half-boots of varnished leather.....	2 000	“
“ any other kind	1 600	“
“ coarse, proper for soldiers, sailors and the like.....	600	“
Wooden shoes of any kind.....	600	“
Shoes (sole and strap, thick soled) of varnished leather—for men and women.....	1 280	“
“ “ “ boys and girls.....	800	“
“ “ “ infants.....	300	“
“ any other kind of leather—for men and women	800	“
“ “ “ boys and girls	600	“
“ “ “ infants.....	240	“
“ coarse, such as soldiers, sailors, &c., use.....	400	“
“ thin-soled, of varnished leather—for men	800	“
“ “ “ women.....	400	“
“ “ “ boys.....	500	“
“ “ “ girls.....	300	“
“ “ “ infants.....	200	“
“ of any material of silk, plain—for men and women.....	600	“
“ “ “ boys and girls.....	400	“
“ “ “ infants.....	300	“
“ “ “ embroidered or ornamented for men and women.....	1 600	“
“ “ “ “ boys and girls.....	1 200	“
“ “ “ “ infants.....	800	“
“ of any other kind of leather or textile fabric—for men.....	600	“
“ “ “ women	300	“
“ “ “ boys	400	“
“ “ “ girls.....	200	“
“ “ “ infants	150	“
Common Shoes (Tamancos) of varnished leather, with or without ornaments—for		
“ “ “ men and women.....	300	“
“ “ “ boys and girls.....	200	“
“ “ “ infants.....	150	“
“ of any other quality—for men.....	200	“
“ “ “ boys and girls	150	“
“ “ “ children.....	100	“
Buskins, Turkish or Chinese shoes and slippers for balls, theatrical performances and other public shows		—Ad valorem.

(c) Tare, 16 per cent. off when in casks.

(d) 35 per cent. tare on the gross weight allowed when in barrels or casks.

(f) Canadian and Nova-Scotian Tweeds would probably be in this category.

(g) Oak has the same classification as pine, and the rates are about in proportion to its relative value. The thickness or diameter is calculated according to the mean of the two ends of the same stick.

Brazil from the British North American Provinces, which are barley growing regions. The consumption of the article in Brazil is very large.

The quantities exported from Great Britain to Brazil were—

In 1862.....	14,987	barrels.
“ 1863.....	20,463	“
“ 1864.....	18,554	“

It is sometimes imported in casks, but the heat of the climate makes it preferable to send it in bottles.

Meats.—A great deal of the beef consumed in Brazil is the jerked beef from the Southern Provinces and from Buenos Ayres, which is entering more and more into competition with the salted meats and even the codfish of the North. The United States formerly did a larger business with Brazil in these articles than they now carry on, and when beef and pork again recede in price their trade will no doubt revive, and ours may grow with it. Prime sorts of salted and smoked meats will always command a high price in any tropical climate.

Flour.—The greatest care should be taken to send none but the best quality of our products to Brazil. This remark applies specially to wheat flour. The consumers are the wealthy classes and the population of the cities. If on the one hand they are fastidious in their tastes, on the other they are always ready to pay high prices for a really superior article, and none but flour prepared with great care and from selected dry, or kiln dried wheat, such as will stand the moist heat of the tropics, without deterioration, should be shipped from Canada.

It is a pleasing fact that a considerable quantity of Montreal flour has for the last three years been sent to Pernambuco, by way of England, and has given great satisfaction. It is certain that much of the flour shipped southward from New York is made in that city in imitation of Southern Ohio, both as to the barrels and as to the flour itself, and is found to answer. It is worthy the attention of the trade whether it would not be desirable to establish a special brand for flour manufactured for tropical consumption, since with care and honesty in the shipments of the article, Canada flour would in time attain a high character.

Fish.—The Brazilian market for fish is extensive and one of the best in the world. The codfish from Gaspé is preferred to any other, and always commands the highest price. While the Commissioners were in Rio de Janeiro, two cargoes of British North American fish arrived at that port, one from Halifax, the other from Jersey. They were sold at the very remunerative price of \$12.50 per Portuguese quintal of 128 lbs. English. The fish of the brand of C. R. C., put up by the house of Charles Robin & Co., always commands the highest price.

The superiority of this fish is owing to the circumstance of its being more carefully selected and packed in better tubs than the fish of any other house in the trade, generally uniform in size, and very small, while the tubs in which it is packed are made with the greatest care.

Codfish is sent to Brazil in drums and tubs, each containing one Portuguese quintal. In the Pernambuco market drums are preferred to tubs, but in Bahia and Rio de Janeiro, the same quality of fish in tubs commands from one dollar to one dollar and a half per quintal more than in drums. No fish should be shipped to Brazil, especially to Rio de Janeiro, but small hard cured merchantable fish, free from salt and sunburn.

To illustrate the value to any country of extended communications with others, affording the choice of many markets for the sale of their products, the Commissioners may here remark that at the very time fish was selling for \$12.50 per quintal in the Brazils, the price in Demerara and the neighboring islands ranged from \$5 to \$6.

The Brazilian duty on fish is but 30 cents per quintal, but it appears to the Commissioners that negotiations for its abolition might not be unattended with success, and would produce results beneficial to the trade between Brazil and the Provinces. An equivalent concession in reference to coffee would, no doubt, be highly valued by the Imperial Government of Brazil.

Lumber.—Brazil abounds with fine and valuable woods, rosewood, mahogany, ironwood, &c., but they are all exceedingly heavy and hard, requiring great labor to move them from place to place, and tools of the highest temper to work, thus involving constant and serious

expense. The pine of British North America being so much lighter and more easily worked would be cheaper for building and many other purposes than the Brazilian woods, and would be in great demand if the supply were constant. A great deal of white and pitch pine is already used in Brazil, being sent from the United States. A commercial house in Rio furnished the Commissioners with the following information on this subject:—

“White pine boards find a sale here; they should be sawn in even lengths of from 14 feet upwards—say 14 feet, 16 feet, 18 feet and 20 feet, &c.,—all 9 inches broad and 1 inch thick. The width and thickness should be carefully attended to. The description will probably be known to the trade as ‘one inch lumber.’”

Furniture and Woodenwares.—The market for furniture in Brazil is almost unlimited, but our manufacturers would have to visit the country or take other means to obtain patterns of the chairs, sofas, &c., which are almost all made with cane seats. An exchange could be made for Brazilian woods, which might be used for the better kinds of furniture here.

Ice.—The trade in ice might become an important branch of industry. Ice is a necessary of life in Brazil. The chief towns on the coast import it from the United States, and in 1863-4 the American export tables show that 2,518 tons (value before export \$19,157) were sent from United States ports to Brazil.

In 1865 the exports of ice, from Boston alone, to West Indian and South American ports (east coast) were:—

	Tons.		Tons.
To Rio Janeiro.....	3,319	To Guadaloupe.....	537
Aspinwall.....	1,209	Mansanilla.....	65
Kingston (Jamaica).....	2,232	Martinique.....	803
Barbados.....	1,309	Mayaguez.....	185
Honduras.....	706	Bermuda.....	186
St. Thomas.....	1,282	Porto Rico.....	218
Demerara.....	1,238	Port of Spain.....	1,393
Surinam.....	430	Port au Prince.....	275
Habana.....	8,130	Santiago.....	725
Cienfuegos.....	532	Hayti.....	120
Cuba (St. Iago).....	420		
Antigua.....	405		
			25,719

In addition 55,224 tons were exported coastwise, and 24,411 sent across the Atlantic or to the Indian and Pacific Ocean ports. Nor was this export of ice in 1865 a large one; in one year before the war as many as 142,463 tons were exported.

In Para, which is 70 miles up a river of that name (the southern mouth of the Amazon), it is found cheaper to make ice than to import it, and it is retailed at 3d. sterling per pound. This manufactured ice is, however, far inferior to what we could send. Halifax and St. John have ports open at all seasons, so that ice could be shipped thence in the middle of their winter (the Brazilian summer), while all the Canadian river and lake ports, having clear fresh water ice in unlimited quantity beside their wharves, could store it for summer export with less expense for transportation than any others on the continent.

Butter and Lard.—The butter made in Brazil is poor in quality, and fine samples of butter from North America can be sold at high prices. It does not, however, stand the climate so well, and is not in such general use as lard, of which large quantities are imported. Lard for the Brazilian market should be of the best kind of leaf lard, carefully put up in small packages.

Coal.—Coal is found in Rio Grande do Sul, but even into that Province a great deal of English coal is imported. The coal imported into Brazil is used almost exclusively for steam purposes, and in the manufacture of gas. There is no duty on coal or coke.

Agricultural Implements.—Brazil is making great progress in agriculture. Until lately the methods pursued in cultivating the soil were primitive, the ploughs wooden, and other

implements poor. There is now a great market for all kinds of field implements used in the cultivation of sugar, coffee, cotton, &c., which are admitted free.

Coal Oil.—Is extensively used in Brazil. The United States have had the monopoly of the supply.

Ships.—The figures in the tables given on a previous page clearly shew that the tonnage owned in Brazil is by no means adequate to the business of so productive a country with so extended a coast.

There is now a duty of 15 per cent. on the transfer of vessels from the foreign to the Brazilian flag, which, with other attendant charges, has operated as a prohibition to the purchase by Brazilians of foreign vessels. The removal or material reduction of this duty, to which the letter of His Imperial Majesty's Minister for Foreign Affairs, quoted in another part of this report, refers, was under the consideration of the Senate when the Commissioners left, and whenever accomplished, the Brazilian market should be a good one for colonial built vessels.

The ships built in Brazil are of hardwood, very durable but very expensive, and our ships, of more easily worked material and less expensive, would certainly be preferred if they could be transferred to Brazilian owners without excessive duties. The recent opening of the coasting trade of the Empire to foreign vessels, one of the concessions asked for by the Commissioners, shows that the Government correctly appreciates the modern liberal principles of political economy, and gives good ground to hope that the other concession spoken of will speedily be made. This opening of the coasting trade will stimulate commerce coastwise, and have an indirect effect upon the foreign trade, and it may therefore be reasonably expected that it will lead the Brazilians to buy more ships themselves. The vessels best adapted for the coasting trade of the Empire would run from 150 to 300 tons. The winds there being steady, the favorites are schooner-rigged vessels very much like those in use on the Canadian lakes. Before being sent into tropical seas, they should in all cases be coppered, to prevent their rapid destruction by marine worms.

Miscellaneous.—There are many other articles which we might manufacture and send to the Brazils. In the United States tables of exports to that country are \$52,049 worth of lamps, \$50,281 worth of sewing machines, \$6,039 worth of brooms and brushes, \$20,538 worth of India rubber manufactures, \$13,369 worth of nails, \$8,980 worth of matches, and of all these we have manufactories in the Provinces.

When we see our neighbors enjoying a trade which the Brazilian returns give as \$10,833,383 of exports to the States, and \$3,129,742 imports; together nearly \$14,000,000, and which the United States returns give as \$14,441,617 imports from Brazil (gold value), and \$5,537,140 (paper currency) exports, together say* \$17,000,000,—when we know besides that we indirectly contribute a large share towards this trade from which we reap little profit and no credit,—it should induce those of our merchants who take a patriotic interest in commerce to risk a little for the sake of participating largely in so rich a mine of wealth.

THE COURSE OF TRADE WITH BRAZIL.

The great value of the Brazilian staple exports, renders it absolutely necessary in many cases that ships should sail from Brazilian ports to the great markets of the world, such as London, Liverpool, Havre, Hamburg, New York. It is hardly to be expected that any merchants in the British Provinces would buy a full cargo, say of coffee, while in London such a transaction is frequent. The course of trade therefore, while it should be direct in reference to British American staples of export, would not in all cases flow back along the same route, nor would it indeed be desirable that it should do so. To illustrate this, an actual "round voyage" may be given:

The *Augustina*, Bernier, loaded in Montreal with flour and pork, and sailed from Quebec, 28th November, 1865, for St. Johns, Newfoundland. At Newfoundland she took in a cargo of codfish for Pernambuco. At Pernambuco the *Augustina* obtained a cargo of sugar for Greenock. From Greenock she took a cargo of machinery and coals to Cienfuegos, Cuba; and she now brings a cargo of sugars from Cuba to Canada. The owner is so well

* The figures agree pretty well, allowing for the freight and profit on imports into the States.

satisfied with the results of this voyage, that he is now building another vessel of 441 tons to go the same round.

ACCOUNT SALES.

The following are *pro forma* account sales of cargoes of various kinds, which will show exactly the nature of the charges to which shipments to Rio are subject:—The currency used is of course Brazilian réis and milréis.

PRO FORMA ACCOUNT SALES of 12 bbls. *Hams*, received from _____ and sold at Rio de Janeiro.

12 bbls containing 192 hams. Weighing gross 3075 lb. Tare _____ 312 lb. Net.....2763 lb @ 240rs.....	At 8 months' credit.		Rs. 663 \$120
CHARGES.			
Freight (variable)	Rs.....		
Duty on 3079lb @ 70rs	Rs 215 \$530		
Add Duty 5% on 30%	35 \$930		
Dispatcher and conferencia		251\$460	
Discharging, weighing, stamps and petties		7.500	
		11.120	
	Rs.....		
Interest on charges 8½ months 10%			
Brokerage ½%		3.320	
Commission and Guarantee 5%		33.160	
			Rs.

Rio de Janeiro, March, 1866.

E. E.

PRO FORMA ACCOUNT SALES of *Pork*, received from _____ and sold at Rio de Janeiro.

20 bbls. Pork @ 26\$000	At 8 months' credit.		Rs. 520.000
CHARGES.			
Freight.....	Rs.....		
Duty on 130 arrobas @ 600rs		78\$000	
Dispatcher		10\$000	
Landing expenses & cooperage.....		8\$500	
Conferring, stamps & petties		9\$800	
	Rs.....		
Interest on charges 8½ months 10%			
Brokerage ½%		2\$600	
Commission and Guarantee 5%		26\$000	
			Rs.

Rio de Janeiro, March, 1866.

E. E.

PRO FORMA ACCOUNT SALES of *Flour* received from and sold at Rio de Janeiro.

3560 bbs. Flour @ 20\$000.....		Rs. 71.200\$000
Less Discount, 6%.....		4.272 \$000
At 1 month's credit.		Rs. 66.928\$000
CHARGES.		
Freight	Rs	
Duty on 21,360 arrobas @ 150 rs. or 900 rs. per bbl.....	3.204\$000	
Dispatcher	100\$000	
Storing and bringing into stores	1.231\$000	
Fire Insurance, 1%.....	178\$000	
Policy and Stamps	58\$60	
Conferring, stamps and petties	114\$260	
Interest on charges 45 days, 10%.....		
Brokerage, 1%.....	356\$000	
Commission and Guarantee, 5%.....	3.346\$400	
		Rs.

Rio de Janeiro, March, 1866.

S. E. & O.

PRO FORMA ACCOUNT SALES of 500 *Kegs Lard*, received from and sold at Rio de Janeiro.

500 Kegs Lard, weighing net.....	20,318 lbs.		
Less 6% for difference in weight	1,219 lbs.		
At 8 months' credit.			
CHARGES.			
Freight.....			
Duty on 586 arr. 1 lb. @ 1\$500 per arr.....		897\$050	
Add duty 5% on 30%.....		146\$510	
Labour in Custom House, weighing, &c.....		18\$460	
Storage in Custom House.....		12\$310	
Dispatcher		20\$000	
Stamps and petty expenses		11\$840	
		Rs.....	
Interest on charges, 8 months, 10%.....			
Brokerage 1%.....		47\$750	
Commission and guarantee 5%.....		477\$500	
			Rs.

Rio de Janeiro, March, 1866.

S. E. & O.

PRO FORMA ACCOUNT SALES of 3036 pieces *White Pine*, received from and sold
at Rio de Janeiro.

3036 pieces White Pine, measuring 45,492 feet, 1 inch @ 65rs.....		Rs. 2.956\$980
Less 5% abatement for splits.....		147\$840
At 6 months' credit.		Rs. 2.809\$140
CHARGES.		
Freight.....	Rs.....	
Duty on 87,955 palmas □ @ 5rs.....	Rs. 439.770	
Add duty 5% on 30%.....	73.310	513\$080
Dispatcher.....		15\$000
Delivering, negro hire and measuring		52\$000
Lighterage and discharging is usually at the charge of the vessel if there is no condition to the contrary in the charter party		
Stamps and petties		11\$680
	Rs.....	
Interest on charges 6½ months 10%.....		
Brokerage 1%.....		14\$050
Commission and Guarantee 5%.....		140\$450
		Rs.

E. E.

Rio de Janeiro, March, 1866.

PRO FORMA ACCOUNT SALES of *Codfish* received from and sold at Rio de Janeiro.

22579qtl. Codfish @ 18\$000		Rs. 40.626\$000
At 8 months' credit.		
CHARGES.		
Freight.....	Rs.....	
Duty on 22579qtl. @ 600rs.....		1.354\$200
Dispatcher.....		50\$000
Lighterage, delivering, negro hire, storage and petties		348\$340
Stamps, 1%.....		40\$630
	Rs.....	
Interest on charges 8½ months 10%.....		
Brokerage 1%.....		203\$130
Commission and Guarantee 5%.....		2.031\$300
		Rs.

E. E.

Rio de Janeiro, March, 1866.

PRO FORMA INVOICE.

Rio de Janeiro, 1st May, 1866.

Invoice of 3000 Bags Coffee of 5 arrobas or 160 lbs each.

3000 Bags weighing 15000 arrobas @ 6500.....		Rs. 97.500\$000
CHARGES.		
Duty on Valn. 15000 arrobas 6\$000.....	Rs. 90.000.000	
.....Duty 11%.....	Rs. 9.900.000	
Copalagias 40rs. pr. bag.....	120.000	
Bags 700rs. each.....	2.100.000	
Shipping expenses 240rs. pr. bag.....	720.000	
Brokerage 50rs. pr. bag.....	150.000	
		12.990\$000
Commission 2½% & 1½% for drawing.....		Rs. 110.490\$000 4.419\$600
Bill Brokerage & Stamps $\frac{8}{16}$		Rs. 114.909\$600 215\$640
		Rs. 115.125\$240
		£11,992.4.3

E. & O. E.

PRO FORMA invoice of *Rubber* shipped from Para.

46 Cases containing fine India Rubber net weight 470 @ 24\$000.....		Rs. 11,280\$000
2 Cases containing Enterfine India Rubber net weight 20 @ 21\$000.....		420\$000
8 Cases containing Sernamby India Rubber net weight 140 @ 15\$000.....		2.100\$000
CHARGES.		
Exp. Duties 20% on Rs. 13,395\$800.....	2.679.160	
Municipal duty.....	2.480	
Cost of cases, iron hoops, &c.....	336	
Consul's Fees, Stamps and Petties.....	10	
		3.027\$640
Commission 3%.....		16.827.640 504.828
		Rs. 17.232\$468

BRITISH GUIANA.

British Guiana, sometimes called Demerara, was first settled by the Dutch West India Company in 1580. After repeatedly changing owners, the three settlements of Demerara, Essequibo and Berbice were finally ceded to Great Britain in 1814. In 1831 the name British Guiana was first applied to the colony, the three settlements being now termed counties.

The area of Guiana may safely be taken at 100,000 square miles, and will probably be found much greater whenever its boundaries are established.

The census of 1861 shewed the following results :—

Natives of British Guiana.....	93,861
“ the West India Islands.....	8,309
“ Madeira and the Cape de Verd Islands.....	9,859
“ India	22,081
“ Africa.....	9,299
“ China.....	2,629
Aborigines	7,000
Miscellaneous.....	2,869
Total.....	155,907

Since the census the population has been largely increased by further importations of Asiatic laborers, and by some immigration from the neighboring islands.

REVENUE, EXPENDITURE, &C.

The Government of Demerara is somewhat peculiarly constituted. Besides the Governor there is a “ Court of Policy,” consisting of nine members, and five “ Financial Representatives.” They meet at stated periods in a Combined Court, for the discussion of financial measures. The Hon. Francis Hincks, C.B., long identified with Canada, is now Governor of Guiana, and appears to have done much to promote its prosperity.

The debt of the colony is about \$2,800,000, of which nearly half is covered by notes from planters, given in payment of their proportion of the cost of introducing immigrants. The revenue and expenditure of Guiana for the last three years, for which we have returns, were :—

	Revenue.	Expenditure.
1862.....	\$1,320,034	\$1,425,407
1863.....	1,255,800	1,205,692
1864.....	*1,556,401	\$1,297,652

The chief heads of revenue in 1864 were :—

General import duties.....	\$737,980
Wine and Spirit “	181,188
Rum duties (excise).....	278,195
Beacon and tonnage duties.....	20,126
Miscellaneous	338,912
Total.....	\$1,556,401

* Exclusive of \$209,879 received during the year for special purposes.
 § “ of \$186,103 repayments on account of special funds.

The chief heads of expenditure for 1864 were:—

Immigration.....	\$184,523
Administration of Justice, Police, &c., &c.....	260,935
Public Works—roads and bridges.....	40,107
Sinking Fund.....	85,480
Interest on Public Debt.....	74,346
Revenue Establishments	90,605
Civil List	122,058
Provision for Ministers of Religion.....	87,417
Miscellaneous	352,181
	\$1,297,652

Perhaps the most important of these items of expenditure is that referring to immigration. The labor question is the most important social and political problem to be solved in all tropical regions, and Guiana has led the van among the British West India Colonies in introducing free labor from India and China. It may here be stated that as far as could be observed by the Commissioners the condition of these laborers was at least on a par with that of the liberated Africans.

The labor market being thus fairly supplied, the productive industry of Guiana is not checked to the same extent as that of the West India Colonies which have not adopted the system of importing labor. Its trade is on this account extremely active—quite in excess of what might be expected from a comparison of its population with that of many of the islands. It does indeed possess a soil of wonderful fertility, and only requires more hands to increase its production to an almost unlimited extent, but without some such method as it has adopted of importing laborers to cultivate its plantations, its fertility would have remained unavailing and unproductive.

There is no duty on exports from Demerara, and the tariff of duties on imports is generally moderate, the amount of duties collected being about 14 per cent. on the value of goods imported. When the revenue of the country will permit, its tariff may be susceptible of some modification in the articles of fish and lumber.

DUTIES ON IMPORTS.

The tariff on imports is :—

Articles.	Rate of Duty.	Articles.	Rate of Duty.
	\$ cts.		\$ cts.
Bacon	0 02 per lb.	Onions	0 10 per 100 lb.
Beef, Pickled.....	3 00 per brl.	Paints.....	0 25 per cwt.
Beef, Dried.....	0 02 per lb.	Pepper.....	0 05 per lb.
Bread.....	0 50 per 100 lbs.	Percussion Caps.....	0 40 per M.
Bricks.....	0 30 per M.	Pistols.....	1 00 each brl.
Buckets and Pails.....	0 25 per doz.	Pitch.....	0 50 per brl.
Butter.....	0 02 per lb.	Pork.....	3 00 per brl.
Candles, Tallow.....	0 03 per lb.	Potatoes.....	0 08 per busl.
Candles, Sperm.....	0 05 per lb.	Rice.....	0 25 per 100 lbs.
Cheese.....	0 02 per lb.	Rosin.....	0 50 per brl.
Chocolate.....	0 04 per lb.	Sago.....	0 02 per lb.
Cigars.....	4 00 per M.	Salt.....	0 00½ per lb.
Clapboards.....	1 50 per M.	Shingles.....	0 50 per M.
Coals in hhds.....	0 24 per hhd.	Shooks.....	0 08 per pack.
Coals in tons.....	0 36 per ton.	Shot.....	0 02 per lb.
Cocoa.....	0 1½ per lb.	Slates.....	1 00 per M.
Coffee.....	0 1½ per lb.	Snuff.....	0 25 per lb.
Confectionery.....	0 15 per lb.	Soap.....	0 01 per lb.
Cordage.....	1 00 per cwt.	Staves, W. O.....	2 00 per M.
Corn and Pulse.....	0 05 per bushl.	Staves, R. O.....	1 50 per M.
Corn Brooms.....	0 20 per doz.	Sugar, Refined.....	4 00 per cwt.
Corn Meal.....	0 25 per 100 lbs.	Sugar, Raw.....	0 40 per cwt.
Fish, Dried.....	0 50 per cwt.	Tapioca.....	0 02 per lb.
Fish, Pickled, Salmon.....	2 00 per brl.	Tar.....	0 50 per brl.
Fish, Pickled, Mackerel.....	1 00 per brl.	Tea.....	0 12 per lb.
Fish, Pickled, other sorts.....	0 75 per brl.	Tobacco, in hhds, not less than 800 lbs.....	0 18 per lb.
Fish, Smoked.....	0 00½ per lb.	Do in smaller packages.....	0 21 per lb.
Flour, Wheat.....	1 00 per brl.	Do Manufactured.....	0 18 per lb.
Flour, Rye.....	0 50 per brl.	Tobacco Pipes.....	1 00 per gross.
Gange.....	0 08 per lb.	Tongues.....	0 02 per lb.
Ground Feed.....	0 05 per bushl.	Turpentine.....	0 18 per gal.
Gunpowder, Blasting.....	0 04 per lb.	Varnish, not containing Spirits.....	0 18 per gal.
Gunpowder, in canisters.....	0 10 per lb.	Varnish, containing Spirits.....	2 00 per gal.
Hams.....	0 02 per lb.		
Hay.....	0 10 per 100 lbs.	The following articles pay an <i>ad valorem</i> duty of 10 per cent :—	
Hoops, Wood.....	1 50 per M.	Arrowroot and Tous les Mois.	
Hoops, Iron.....	0 10 per cwt.	Asses.	
Horses.....	7 00 per head.	Ammunition.	
Lard.....	0 02 per lb.	Apothecaries' Wares and Groceries.	
Lime, Building, in hhds.....	0 25 per hhd.	Building Material.	
Lime, Temper, puns.....	0 25 per pun.	Cider.	
Lime, Temper, hhds.....	0 12½ per hhd.	Carriages.	
Lime, Temper, brls.....	0 06 per brl.	Cabinet Ware and Upholstry.	
Lime, Temper, jars.....	0 03 per jar.	Corks.	
Lumber.....	2 00 per M.	Casks.	
Malt, in Wood.....	5 00 per hhd.	Clocks and Watches.	
Malt Liquor, in bottles, quarts.....	0 24 per doz.	Coolie Stores.	
Malt Liquor, in bottles, pints.....	0 12 per doz.	Drugs and Chemicals.	
Matches, not less than 10 gross.....	1 00 per gross.	Estate Supplies.	
Matches, less than 10 gross.....	2 00 per gross.	Earthenware.	
Match, Splints.....		Eggs.	
Mules.....	5 00 per head.	Glassware.	
Muskets.....	2 00 each.	Ground Provisions.	
Opium.....	1 50 per lb.	Grindstones.	
Oats.....	0 05 per bushel.	Hardware and Cutlery.	
Oils.....	0 15 per gal.	Haberdashery and Millinery.	
Oils, Explosive.....	2 00 per gal.		

NOTE.—For the Wine and Spirit duties which the Demerara tables give distinct from the General Tariff, see page 45.

IMPORTS AND EXPORTS.

The following figures shew the quantities of articles charged with specific duties imported for three years past:—

IMPORTS into Demerara in 1863, 1864 and 1865.

ARTICLES.	1863.	1864.	1865.
Bacon.....	lbs. 6,569	6,589	14,279
Beef (pickled).....	brls. 4,400	5,026	3,877
Beef (dried or smoked).....	lbs. 2,284	3,667	2,576
Bread.....	" 1,587,358	1,322,608	1,388,578
Bricks.....	No. 2,058,667	2,977,985	2,998,170
Buckets.....	doz. 856	1,832	1,578
Butter.....	lbs. 589,815	613,301	545,697
Candles (Tallow).....	" 322,164	554,543	199,980
Candles (Sporm).....	" 182,749	170,722	333,227
Cheese.....	" 253,418	288,318	188,691
Chocolate.....	" 139	361	123
Cigars.....	1,320,455	1,407,765	1,017,930
Coals (hogsheads).....	26,025	27,288	35,812
" (tons).....	20,566	24,720	30,736
Cocoa.....	lbs. 100,078	115,130	131,842
Coffee.....	" 2,636	2,745	5,013
Confectionery.....	" 39,149	34,415	32,097
Cordage.....	cwt. 284	3,069	2,353
Corn, &c.....	bush. 66,758	57,946	67,697
Corn Brooms.....	doz. 603	461	712
Corn Meal.....	lbs. 2,296,144	2,115,844	2,440,460
Fish (dried).....	cwt. 66,851	69,249	70,178
" (pickled) say			
" Salmon.....	brls. 255	186	175
" Mackerel.....	" 5,435	5,031	4,817
" Other sorts.....	" 5,522	4,478	8,190
" Smoked.....	lbs. 15,108	23,288	20,778
Flour.....	brls. 75,847	83,452	77,055
Ground feed, &c.....	bush. 12,272	7,744	13,959
Gunpowder (kegs).....	lbs. 3,039	2,600	4,350
" (canister).....	3,739	9,015	10,939
Hams.....	lbs. 331,058	375,123	211,410
Hay.....	651,790	975,160	620,650
Hoops (Wood).....	1,412,360	2,214,155	1,697,014
" (Iron).....	cwt. 6,595	10,717	6,962
Horses.....	99	81	222
Lard.....	lbs. 512,449	568,950	413,256
Lime (Building).....	hhds. 1,175	1,797	2,213
" (Temper).....	puns. 1,750	2,569	2,705
Lumber (all kinds).....	feet. 6,972,938	10,864,043	9,058,580
Malt Liquor.....	hhds. 1,540	1,862	2,089
" (in bottles).....	doz. 52,056	82,646	78,340
Matches.....	gross. 1,560	11,663	4,726
Mules.....	97	200	286
Muskets and Guns.....	282	593	857
Onions.....	lbs. 726,220	640,090	830,200
Opium or Bhang.....	" 1,760	5,982	7,379
Oats.....	bush. 45,198	63,141	40,373
Oils.....	galls. 87,245	97,153	105,933
Paints.....	cwt. 2,470	4,155	2,896
Pepper.....	lbs. 23,694	21,655	46,869
Percussion Caps.....	1,272,500	1,169,025	1,188,500
Pistols.....	No. 5	.....	66
Pitch.....	brls. 445	1,243	296
Pork (pickled).....	" 11,228	12,822	11,920
Potatoes.....	bush. 36,939	32,216	39,218

IMPORTS into Demerara in 1863, 1864 and 1865.

ARTICLES.	1863.	1864.	1865.
Rice	22,861,908	22,059,800	20,934,436
Rosin	13	78	38
Sago.....	87,875	44,696	108,278
Salt.....	961,054	1,181,854	1,295,910
Shingles	710,900	877,040	471,700
Shooks.....	53,560	65,640	55,420
Shot.....	23,270	77,270	31,885
Slates.....	173,400	341,990	155,000
Snauff.....	13,241	12,827	5,156
Soap.....	723,936	970,870	728,606
Staves and Headings, W. O.....	254,585	667,605	581,455
“ other sorts	465,468	947,675	386,966
Sugar.....	533	343	488
Tapioca.....	746	419	964
Tar.....	706	719	1,009
Tea.....	29,925	25,978	20,507
Tobacco (in leaf).....	233,776	323,482	340,746
“ (manufactured).....	34,380	24,297	34,854
Tobacco Pipes.....	4,193	4,561	7,432
Tongues.....	11,852	22,338	17,865
Turpentine (crude).....			
“ (Spirits)	1,704	4,707	2,862
Varnish.....	911	1,871	1,514

WINES AND SPIRITS.

Brandy	40,647	44,111	54,238
Gin.....	32,202	29,913	35,001
Rum.....	762		
Whiskey	112	76	214
Liqueurs and Cordials	1,294	1,567	1,889
Wine (in Wood).....	22,653	29,153	33,935
Wine (in bottle).....	1,960	2,462	2,596
Perfumed Spirits	931	1,338	1,625

The following is a Statement of the Value of Goods paying *ad valorem* Duty for the last three years—1863 to 1865, inclusive :—

1863	\$1,299,915 06
1864.	2,229,446 56
1865	2,118,954 40

STATEMENT of the Quantity of Produce exported from the Colony, for the last three years inclusive.

Year.	Sugar.	Rum.	Molasses.	Coffee.	Timber.	Cotton.
	Hogsheads.	Puncheons.	Casks.		Cubic Feet.	Bales.
1863.....	77,105	30,252	5,704	.....	408,769	52
1864.....	73,312	26,053	12,630	.....	816,812	239
1865.....	86,110	31,336	14,454	.....	503,849	561

STATEMENT of the value of the Machinery imported for Estate's use during the years 1863 to 1865, inclusive.

1863	\$ 137,916 42
1864	225,231 44
1865	257,965 56

NUMBER OF CATTLE imported from 1863 to 1865, inclusive.

1863	2054
1864	1579
1865	2779

RETURN of Duties received on Imports, and Wines and Spirits, shewing the Drawbacks paid yearly, and the net amount of Duties from 1863 to 1865.

Year.	IMPORT DUTIES.			Year.	WINE AND SPIRIT DUTIES.		
	Duties received.	Drawbacks.	Net Duty.		Duties received.	Drawbacks.	Net Duty.
1863 ..	005,664 76	52,619 05	553,015 71	1863...	172,419 58	1,253 40	171,166 18
1864 ...	777,085 61	39,105 15	737,980 46	1864...	182,440 79	1,252 50	181,188 29
1865 ...	748,049 19	31,761 98	716,287 21	1865...	217,172 62	1,505 92	215,666 70

VALUE of the Imports and Exports.

Year.	Imports.	Exports.
1863.....	£1,121,979 7	1,679,385 11
1864.....	1,508,560 3	1,845,351 13
1865.....	1,359,292 3	2,089,639 1

TONNAGE entered and cleared at the Custom Houses from 1863.

Year.	Entered.*	Cleared.
1863.....	152,755 tons.	132,176 tons.
1864.....	171,861 "	145,082 "
1865.....	171,465 "	158,066 "

* The difference between the entrances and clearances is caused by the Royal Mail Steamers being included in one and not in the other.

The values of the separate articles which pay *ad valorem* duty cannot be given excepting for 1864. They were in that year as under:—

—	Packages.	Value.
		\$ cts.
Arrowroot and Tous les Mois	43	201 54
Asses	62	370 20
Ammunition	3	56 30
Apothecaries' Wares and Groceries.. ..	11,839	39,287 06
Building Materials	7,061	9,506 91
Cider.....	8	65 95
Carriages	45	7,702 40
Cabinet Ware and Upholstery.....	1,076	12,597 67
Corks	405	2,708 84
Cask.....	3,975	10,026 18
Clocks and Watches.....	111	2,278 23
Coolie Stores	951	10,170 84
Drugs and Chemicals	1,973	46,802 45
Estate Supplies	14,911	80,306 51
Earthenware.....	4,086	15,325 45
Eggs	6	15 40
Glassware	1,972	16,472 68
Ground Provisions.....	3,023	4,689 10
Grindstones.....	332	794 44
Hardware and Cutlery.....	86,375	326,904 99
Haberdashery and Millinery	3,164	302,058 89
Jewellery.....	85	5,757 83
Linens, Cottons and Woollens	5,653	1,126,283 41
Leather Manufactures	1,949	102,104 70
Musical Instruments.....	246	8,565 97
Naval Stores	546	2,307 04
Paper Manufactures	23,974	14,599 99
Pickles and Sauces.....	325	1,911 49
Preserved Meats and Fish	1,817	13,581 27
Preserved Fruits	137	1,598 97
Stationery	914	29,815 20
Straw Manufactures	806	7,269 10
Saddlery.....	136	8,222 43
Silver and Plated Ware	51	3,254 20
Spars	91	284 90
Toys	164	3,032 00
Vinegar	450	2,076 82
Wood Manufactures	8,134	10,438 61

Machinery imported for Estate use is free—also cattle.

The following tables were kindly furnished by the Customs Officials in Demerara, to show the direction of their trade:—

BRITISH GUIANA.
IMPORTS, 1864.

ARTICLES.	Total quantity.	V A L U E .					From Foreign States.				
		Total Imports.	From United Kingdom.	From West Indies.	From other Colonies.	From United States.					
		\$	cts.	\$	cts.	\$	cts.				
Bread.....	1,358,832 lbs.	13,794	12	985	08	383	05	12,403	12	3	07
Corn and Pulse.....	57,367 bushels.	15,326	12	1,312	11	1,801	03	9,285	00	1,634	00
Corn and Oatmeal.....	2,163,392 lbs.	10,784	09	476	18	1,297	06	9,003	14	6	05
Flour, Rye.....	14 bl.	1	10					1	10		
Flour, Wheat.....	87,531 lbs.	111,664	08	2	00	12,283	19	40	00	98,825	19
Ground Feed and Bran.....	7,727 bushels.	695	10	276	15	24	15	867	15	26	05
Hay.....	992,852 lbs.	3,442	15	1,739	11	2	12	101	02	1,592	10
Oats.....	62,306 bushels.	10,232	13	7,267	18	2,049	17	842	11	4,038	10
Rice.....	20,989,931 lbs.	108,810	04	31,473	06	6,350	16	70,563	18	93	15
Sago.....	44,696 "	483	15	473	08			3	10	328	09
Butter.....	610,506 "	25,009	00	22,417	04	1,496	12	303	05	757	02
Bacon.....	7,493 "	299	05	290	15			8	10	207	05
Beef, Pickled.....	5,200 1/2 "	24,221	18	574	17	1,678	08	32	00	21,729	08
Beef, Dried.....	3,639 "	227	08	158	15			47	06	21	07
Cheese.....	287,845 "	3,175	04	115	05	615	10	6,416	03	128	06
Hams.....	372,084 "	10,410	06	30,539	09	542	00	6,493	07	21	10
Lard.....	570,290 "	16,488	09	15	09	136	15	16,306	05	30	00
Pork.....	13,287 "	49,246	00	3,650	04	4,802	08	50	12	40,721	19
Tongues.....	20,800 "	537	18	67	02			507	03	13	13
Cattle.....	1,879 No.	8,850	66	48	16	2,230	08			6,551	02
Horses.....	81 "	3,011	11	1,430	00	769	02	416	13	218	15
Mules.....	200 "	3,447	18			54	02			3	02
Lumber.....	11,118,410 ft.	32,943	16	94	09	1,410	02	27,038	16	4,400	09
Oils.....	96,442 gals.	19,627	03	11,601	19						
Fish, Dried.....	59,845 cwt. 1 lb.	58,268	12	52	17	7,488	07	50,557	06	170	02
Pickled Salmon.....	1864 lbs.	469	18	2	10			467	08	369	19
Mackerel.....	5,012 1/2 "	5,855	17	427	17			4,566	10	1	11
Other sorts.....	4,502 "	4,155	04	377	00			3,874	19	395	08
Smoked.....	24,315 "	226	16	20	02			152	07	53	19

BRITISH GUIANA.

EXPORTS, 1864.

ARTICLES.	Total quantity.	VALUE.					
		Total Exports.	To United Kingdom.	To West Indies.	To other Colonies.	To United States.	To Foreign States.
		\$	\$	\$	\$	\$	\$
Sugar, Refined.....	60cwt. 3qrs. 25lbs.	129	.....	54	.....	.....	74
" Foreign.....	679 hhd.	10,088	8,447	131	1,353	.....	.....
" Colonial.....	73,312½ "	1,319,625	1,239,543	1,422	2,412	74,034	2,214
Molasses, Foreign.....	79 puns.	349	40	.....	.....	.....	309
Molasses ..	12,639 "	56,870	15,732	2,349	9,931	23,422	5,455
Coffee	55,870 lbs.	1,603	420	183	95	885	8
Rum, Foreign.....	189 puns.	1,797	776	184	485	.....	350
Rum	26,653 "	247,597	222,085	5,614	11,618	.....	\$,189
Pepper	150 lbs.	1	.....	.....	.....	.....	1
Tobacco, Leaf	19,652 lbs.	1,065	.....	935	.....	.....	125
" Manufactured.....	7,273 "	737	.....	737	.....	4	.....
Cigars.....	53,100 No.	185	.....	22	.....	.....	163

WINE AND SPIRIT DUTIES.

The wine and spirit duties are high in all the West Indies, because a great deal of their revenue is raised from excise on the distillation of rum.

The rum duty (excise) in British Guiana is \$2.00 per gallon, and 141,669 gallons were consumed in 1864, producing \$283,338.

The wine and spirit duties are as under :—

Articles.	Rate of Duty.
Brandy.....	@ \$2 00 pr. gallon.
Wine, in wood.....	0 80 “
Wine, in bottles, quarts.....	1 70 pr. dozen.
Wine, in bottles, pints.....	0 85 “
Gin	2 00 pr. gallon.
Whiskey.....	2 00 “
Liqueurs and Cordials.....	2 00 “
British Spirits.....	2 00 “
Perfumed Spirits.....	1 00 “

MISCELLANEOUS REMARKS.

The Commissioners think the following information respecting the special exports and imports of Demerara may be of use in guiding the judgment of those who think of embarking in trade with that colony :—

Planks and Boards.—A great deal of native wood, such as green heart and walaba, is used for the frames of houses. Pitch or white pine scantling for rafters and partitions. Roofs are covered with white pine boards, and so also are the walls. Flooring joists are made of green heart—the floors themselves of pitch pine and grabwood. Thus scantling and boards seem to be the shapes in which white pine should be sent out for building purposes. The Superintendent of Public Works believed that white pine boards, grooved and tongued, would command a ready sale. He had just bought some 1½-inch grooved and tongued board at \$40 per m., and remarked that they were cheaper than ordinary boards worked up in the colony. Another well-informed person supplied the following information :—“The boards imported are used for building small houses on the sugar estates; and as labor is very expensive, we wish to have them broad and of good length, but to have great length and narrow boards is objectionable. The average price is \$24 @ \$25 per m., duty paid. Cargoes of lumber should range from 150,000 to 230,000 feet; the former quantity, up to 180,000, would command a preference.” The Commissioners deem it right to say that the boards they saw at Demerara were of a very inferior quality—indeed they would hardly be thought merchantable lumber in Canada. They are nearly all imported from the out-ports of Nova Scotia.

Staves.—Previous to the American war, Demerara merchants looked almost exclusively to Norfolk, Virginia, for their supply of staves, but after the closing of that port, the British Provinces began to send supplies. Most of the shipments were made from Liverpool, N.S., the relatively high price of red oak staves from Canada making the cheaper ash staves from Nova Scotia a desirable substitute. Ash staves, mixed with red oak, are said to make excellent packages, and the Demerara traders think that if the supply is kept up there will be a ready sale. Of course oak staves must be used for molasses casks. All staves should be from 41 to 42 inches long, anything over these lengths and beyond the necessary thickness for making packages will be a waste of wood and increase the cost of freight.

Box Shooks.—It is believed that the planters who make fine sugar by the vacuum pan process might probably be induced to use boxes instead of bags. The reasons for the use of bags instead of hogsheads are first the saving of freight; and, secondly, that many retail dealers in England are unable to buy at one time so large a quantity of sugar as a hogshead. These reasons would not operate against the use of boxes like these used by planters in the Island of Cuba. The number of bags of sugar shipped from Demerara is about 50,000 per annum, and they cost, landed in Georgetown, about 55 cents in gold per bag. Boxes containing 4 and 5 cwt., or twice as much as the bags, could be landed at Demerara at about 80 @ 96 cents without duty.

Sugar.—Demerara sugar, being manufactured by means of the most modern appliances, is deserving of special attention. The use of vacuum pans and centrifugal machinery produces an article which combines strength of grain with superiority of color—the sugar being almost wholly purified from molasses by this process. Brown sugar is usually put up in hogsheds of 40 inch staves, but a good deal of the vacuum pan sugar is shipped in bags containing about 2 cwt. The market is supplied the whole season through.

POSTAL COMMUNICATIONS.

With reference to the postal communications of Demerara, the Colonial Postmaster, Mr. Dalton, furnished the Commissioners with a memorandum, which they append, as shewing clearly the unsatisfactory state of the service between that colony and British North America.

“The colony has postal communication with England, and with certain of her other colonies (amongst others those of British North America), with foreign countries through England, as well as with the British and foreign West India Islands, twice a month by means of the steamers of the Royal Mail Steam Packet Company.

“It has also the benefit of a monthly postal communication with Europe, and with the Islands of Trinidad, Grenada, St. Vincent, St. Lucia and Martinique, through a line of steamers recently put on this route by the French Government. * * * * *

“The colony can communicate with Canada and the North American Provinces, either by way of England or *via* St. Thomas. By way of England twice a month by the Royal Mail Steam Packet Company; but correspondence by this route is unsatisfactory, both on account of the high rate of postage, 1s. 5*d.*, the half ounce, and the time required to convey the letters to their destination.

“The communication *via* St. Thomas is quite as unsatisfactory, it can only take place once a month; and letters from Demerara to British North America can only be prepaid to that island. No registration by this route is possible. The postage is at the rate of 5*d.* the half ounce, 4*d.* of which has to be accounted for to the Imperial Post Office, the remaining penny being the perquisite of the colony. * * * * *

“The postage of letters between this colony and the British colonies on the route served by the French steamers is 4*d.* the quarter ounce; and the same rate is charged on letters to Surinam, Cayenne and Martinique. To this the colony adds no rate, because as it has only to account to the French Post Office at the rate of 6*d.* per ounce it actually makes a greater profit on these letters than on those on which the double rate is collected. For instance the colony must receive at least 1s. 4*d.* on letters weighing an ounce, and it is only responsible to the French Post Office for 6*d.* on those letters, it must clear 10*d.* per ounce. * * *

“Letters to Canada, Nova Scotia, New Brunswick, Newfoundland and Prince Edward Island, sent by way of England, *must be prepaid*; but those forwarded by way of St. Thomas* may be sent unpaid without the penalty of double rates. In 1859, the last year that the Post Office of this colony was under the control of the Postmaster General, the number of letters that passed through it was only 131,708, whereas during 1865 the number exceeded 230,000.

“G. T. DALTON, C. P. M.”

DEMERARA CARGOES.

The following are inward cargoes of ships which have gone to Demerara from Quebec, kindly furnished by merchants there, with notes, which cannot fail to be of great value to those who intend to embark in similar ventures:—

*The dates upon which the “Cunard Mail Packet” is appointed to leave St. Thomas for Bermuda and Halifax, in the course of the current year, are as follow:—

January	17th.	June	4th.	September	24th.
February	13th.	July	3rd.	October	22nd.
March	12th.	August	1st.	November	19th and
April	9th.	August	29th.	December	17th.
May	7th.				

Inward Cargo of brigantine *B. L. George* from Quebec, arrived 16th June, 1865,
to Messrs. S. A. Harvey & Co.

1,174 Shooks and heading....	sold @ \$3½	Rum puncheon, and 2½ molasses casks.
28,806 R. O. staves.....	" @ \$63	Ⓕ M.
400 feet W. P. boards.....	" @ \$21	Ⓕ M.
1 barrel flour.		
Netting.....		\$4,675 70

Cleared for Quebec, 10th July, 1865, with 225 casks molasses, costing \$4,167 84.

Inward Cargo of brigantine *Myrah* from Quebec, arrived 28th December, 1865,
to Messrs. Rose, Duff & Co.

	\$	cts.
230 Puncheonshooks.....	}	4 00
3,960 Headings.....		
1,000 W. O. staves (inferior).....		72 00
3,040 W. O. heading.....		100 00
123 Bushels potatoes.....		3 00
287 " Oats.....		3 80
102 " Onions (in bad order).....		1 25
29,000 R. O. staves (fair quality).....		65 00

Vessel now loading with a cargo of molasses for Portland, U. S., price of which will exceed N. Pds. of cargo inwards, balance will be drawn for upon owner of vessel and cargo in Quebec in favor of a firm in New York, who will remit same to the European correspondents of the consignees of vessel and cargo at Demerara.

Inward Cargo of brig *St. Cecile*, from Quebec, arrived 23rd September, 1865,
to Messrs. Rose, Duff & Co.

34,900 W. O. staves (inferior, mostly ash).....	\$42 00	
66 Sugar hhds. packs.....	}	2 00
400 Feet lumber for heads.....		

Vessel took a freight of molasses for New York, 10th October, 1865.

Inward Cargo of brigantine *Myrah*, from Quebec, arrived 21st August, 1865,
to Messrs. S. A. Harvey & Co.

1,100 Puncheon shooks, with heading.....	sold @ \$3 30	
13,200 pieces heading.....	}	" @ 75 00 Ⓕ M.
12,800 W. O. staves.....		
20,000 R. O. staves.....	" @ 60 00 Ⓕ M.	
Netting.....		\$5,126 02.

Cleared for Quebec, 22nd September, 1865, with sugar and molasses, costing \$6,870 28.

PRICES CURRENT.

The following price current is given as shewing the quantities and qualities in which the various articles are put up for the Demerara trade:—

(Unless specially stated to the contrary, duty paid prices are given, and are to be considered as prices in lots.)

BEEF.—Half barrels family, Halstead & Chamberlain's and Smith's, \$13 50 to \$1 75 in lots.

BEER.—Tennents, \$7 25 to \$7 50; Allsopps and Bass, \$9 to \$9 50, in small lots; other brands, \$6 to \$6 50; Ale, \$9 50 to \$9 per barrel, 4 dozen.

" in hhds—duty per hhd. in bulk, \$5.—Best brands \$35 to \$40; others \$25 to \$30.

BREAD.—(PILOTS)—\$2 75 to \$3 for fresh Goodwin's New York and Titus' Baltimore, per barrel (unsaleable if broken). Navy bread \$3 per barrel. English, \$5 to \$5 50 per 100 lbs. Demand for latter limited.

- BRICKS (BUILDING).**—Grey Stock and Clyde, \$26 to \$28 retail. (FIRE) \$40 for red, \$35 for white, retail. All kinds wanted.
- BUTTER.**—French, \$19 to \$20 per firkin of 70 lbs. net for good. Choice 2nds, Irish, \$24 to \$25. Latter slow in retail.
- CANDLES (TALLOW).**—American short 7's, 12's and 14's, best quality in boxes of 20 lbs., \$3 50 to \$3 75 per box for Baltimore; other kinds \$3; Long 7's, 12's and 14's, and other sizes unsaleable; Composition (duty 5 cents per lb.), 22 to 23 cents per lb., in lots, for English.
- CHEESE.**—American 20 cents. Good wanted. Inferior unsaleable.
- COALS.**—Scotch and Liverpool, \$13 to \$14 per hhd.; \$11 per ton, in lots to estates. Wanted.
- CORN.**—Yellow, per bag of 2 bushels, \$2 25. Sales in small lots.
- CORNMEAL.**—Baltimore and fresh Brandywine, \$1 25 per barrel. Sales.
- CRACKERS.**—\$3 50 per barrel. Nominal—seldom imported.
- FISH (COD).**—New catch in small lots retailing at \$22 for Newfoundland, and \$25 for Halifax 4 qtl. cask. None in first hands. Haddock, \$21 per 4 qtl. cask.
- FLOUR.**—For fresh Baltimore and extra Ohio sales in lots at \$9; extra bakers', \$10. Demand for latter limited.
- HAMS.**—Superior English, 25 to 30 cents. American, 20 cents. Sales.
- HAY.**—2 to 2 and 3-8th cents per lb. for London and American. Liverpool unsaleable.
- HERRINGS.**—\$5 to \$5 52 for good; inferior unsaleable.
- HOOPS (IRON).**—3 to 3 20 cents per lb. WOOD—\$1 50 per 1,000—13 to 14 feet lengths \$30. Saleable. 11 and 12 feet coiled, \$28 to \$30. Much wanted.
- HORSES.**—American and English saddle and draft, \$100 to \$200 in retail. Nominal.
- LARD.**—American, \$5 to \$5 50 per tin of 25 lbs. for good hard New York and Baltimore. Supply.
- LIME.**—\$12 in new hlds. Retail.
- “ (TEMPER).—Duty 25 cents per pun. \$13 to \$13 50 per pun. for London, Scotch and Liverpool; \$14 50 for Bristol in lots. All kinds wanted.
- LUMBER, (W. P.)**—Retailing at \$27 for boards. Planks, \$35. Wanted.
- “ (P. P.)—None in market. Scantlings and plank, 2, 1½, 1¼ inch much wanted.
- MANURES (FREE).**—Phospo and Phosphated Guano, \$65 per ton. Supply. Sulphate of Ammonia, \$82 to \$85 wholesale, \$90 to \$95 in retail. Plenty. Large and steady consumption of all these manures.
- MACKEREL.**—\$10 in retail for good small and medium. Wanted.
- MATCHES.**—\$19 to \$29 per case of 10 gross. Wanted.
- MULES.**—\$90 to \$160 for good large Brazilian and American in retail. Plenty, and sales dull.
- OATS.**—\$4 75 per sack of 4 bushels for European in small lots. Much wanted. Sales of Quebec at \$3 80 per barrel; of P. E. Island at 75 cents per bushel.
- PEASE (B. E.)**—\$3 to \$3 50 per 2 bushel bag in small lots.
- “ (SPLIT.)—Per brl. \$5 75 to \$6.
- PORK.**—American mess, \$28 to \$30, clear \$32. Sales. Prime mess and rump, \$23 to \$24. Stock light and all kinds wanted.
- POTATOES.**—Sales of good American, \$2 75 per barrel.
- RICE.**—Yellow Calcutta, \$5 25; white \$7 25 to \$7 50 for best quality in lots, per bag, 160 lbs., out of vessels just arrived from Calcutta. Inferior at lower rates according to quality.
- SALMON.**—\$20 per brl.; per tierce, \$30. Nominal.
- SLATES (COUNTES).**—10 x 20, \$60. Wanted.
- SOAP.**—Per box of 56 lbs. Blake's, \$2 75; Taylor & Timmis' crown, \$3 80; other kind unsaleable; American, if hard, 6½ cents per pound.
- SALT.**—\$2 75 to \$3 per barrel for Liverpool in small lots.
- STAVES (R. O.)**—\$50 to \$60 per 1,000 for good culls; \$65 to \$70 for inspection.
- “ (W. O.)—With heading. Really good wanted, and worth \$85 per 1,000 with heading.
- SHOOKS.**—\$1 45—Sales of second hand American hogsheds in lots.
- TAR.**—\$6 per brl. for American; \$10 for Stockholm, retail.

PITCH.—\$9 per brl. for American; \$12 for Stockholm.

TOBACCO (LEAF).—Good held at 40 cents per lb. Inferior unsalable. Manufactured ditto, 55 to 60 cents, according to quality.

PRICES OF EXPORTS, FEBY. 22.

SUGAR.—Muscovado, per 100 lbs. \$4 12; sales. Vacuum pan, per 100 lbs. Dutch, \$6½ to \$7.

MOLASSES.—Imperial gallon, 18 to 20 cents, as in quality, Muscovado. V. pan, 24 to 25 cents, as in quality.

RUM.—45 to 46 cents as in strength.

NOTE.—100 lbs. Dutch=about 110 lbs. English; no charge made for casks; no lighterage paid on cargo coming from estates direct.

STEVEDORE'S CHARGES.—Hhds sugar, 20 cents each, tierces, 16 cents; barrels, 8 cents; pun. rum, 16 cents; hhds, 12 cents; brls., 8 cents.

COMMISSION CHARGES.—The commission merchants of Georgetown charge 5 per cent. on the gross rates for guarantee and remitting. Sales are made at three months, the bank rate being 8 per cent. per annum. If the proceeds of sales are to be invested in produce, the commission on purchase is 2½ per cent. If orders for produce are accompanied by bankers' credits on London, the usual charge is 2½ per cent.; if by credits on well known mercantile firms in London, 3½ per cent. All bills being at 90 days.

MISCELLANEOUS CHARGES, &C.

The following are commercial memoranda respecting the colony:—

RATES FOR TOWING.

Per steamer *Essequibo*, 110 H. P.

“ “ *Berbicc*, 120 H. P. not exceeding

Tons.	15 feet.	16 feet.	17 feet.	18 feet.	18 feet 6 inches.
400	\$50	\$ 50	\$ 60	\$ 70	\$ 80
500	50	50	70	80	90
600	60	60	80	90	120
700	60	60	90	100	130
800	70	80	100	120	140
900	80	90	120	140	160
1000	90	100	130	160	180

Vessels drawing 17 feet 6 inches, or less, or not exceeding 600 tons register, will be towed as far only as the Chequered Buoy, on the outer edge of the Bar.

Use of steamer's warp, ten dollars, provided it is engaged previously to the vessel leaving.

A deduction of 5-12ths on the pilotage rates is allowed by the Committee of Pilotage to vessels taking steam.

Captains and consignees requiring the services of the steamers are requested to give as many days' notice as possible.

Use of Patent Derrick, capable of lifting 14 tons, \$20 per lift.

PILOTAGE.

Rates of Pilotage.	Towing.	Not Towing.
10 feet or under.....	\$ 7 00	\$12 00
11 "	7 58	13 00
12 "	10 50	18 00
13 "	13 42	23 00
14 "	16 91	29 00
15 "	20 41	35 00
16 "	23 90	41 00
17 "	27 41	47 00
18 "	30 91	53 00
19 "	36 16	62 00
20 "	42 00	72 00

STORAGE RENT

At Government Bonded Warehouse, per month, or fractional part of a month.

Tobacco, per hhd.....	\$1 00
Wine, per pipe.....	0 32
Smaller packages in proportion.	
Gin, double cases.....	0 04
" single cases.....	0 02
Rum, for consumption, per pun.....	0 48
" for export.....	0 16
Sugar, per hhd.....	0 50
" per tre.....	0 50
" per brl.....	0 08
" refined, per pun.....	0 30
" " per hhd.....	0 16
" " per brl.....	0 08
Flour, per brl.....	0 04
Cornmeal, per brl.....	0 04
Beef, per brl.....	0 05
Pork, per brl.....	0 05
Pickled fish, per brl.....	0 05
Candles, per box, 20 lbs.....	0 02
Soap, per box, 50 lbs.....	0 02
Rice, per bag.....	0 02
Cocoa, per bag.....	0 04
Butter, per firkin.....	0 02
Lard, per keg.....	0 02

All other goods in proportion. Gunpowder stored in Colonial Powder Magazine, for every lb., 1 cent per month.

TONNAGE FEES.

Vessels 70 tons and under, 5 cents per ton; vessels above 70 tons, 15 cents per ton.

Sheriff's fee, \$2 for vessels of 70 tons and under; \$4 for vessels above 70 tons.

Fees of Government Secretary's Office—Vessels of 70 tons and under, \$2, above 70 tons \$8 88 cents.

Harbor Master's fee, 4 cents per ton.

Health Officer visiting vessel for inspection, \$4; visiting in quarantine, \$2 each visit.

TRADE ALLOWANCES.

There is an allowance of 5 per cent. on W P. lumber for splits. No allowance on pitch pine.

Staves, slates, bricks and wood hoops are sold per short thousand of 1,000 pieces.

LIGHTERAGE.

\$3 00 per load=100 barrels. Coals 20 cents per hhd.; 30 to 31 cents per ton. Sugar 24 cents per hhd. Rum 16 cents per pun. Ballast—Sand \$1 10 to \$1 25; mud or caddy, 90 cents to \$1 00 per ton. All cargo goes alongside in lighters; but if they come direct from the estates no lighterage is charged.

TRINIDAD.

Trinidad, colonized in 1585 by the Spaniards, was surrendered to Great Britain in 1797. The area of the Island is 1,754 square miles or 1,122,880 acres, of which 65,592 were in cultivation at the date of the last census, 1861. Its population then was 84,438, an increase of 14,829 in ten years. The component parts of this population were :

Natives of Trinidad.....	46,936
British Colonies.....	11,716
United Kingdom.....	1,040
Foreign States.....	4,301
China.....	461
India.....	13,488
Africa.....	6,035
Miscellaneous.....	461
	84,438

Port of Spain, the chief town, contained 18,980 souls.

Trinidad is a Crown Colony, under a Governor and Council, without any representative institutions.

REVENUE AND EXPENDITURE.

The Revenue and Expenditure of the Island for 1862, 1863 and 1864 were :

	Revenue.	Expenditure.
1862.....	\$996,860	\$980,290
1863.....	921,885	944,905
1864.....	1,038,365	965,780

The principal heads of Revenue for 1864 were :

Customs—Imports.....	£78,112
Tonnage dues.....	5,979
Wharfrage.....	435
Warehouse dues.....	875
Seizures, &c.....	223
	£85,624

Rum duty.....	40,311
Export duty.....	20,888
Miscellaneous.....	42,362

The principal heads of Expenditure were :

Establishments.....	£64,788
Immigration.....	25,963
Interest and Redemption.....	23,201
Medical Establishments.....	14,600
Miscellaneous.....	41,571

The debt of Trinidad is about \$940,000.

PRODUCTIONS.

The chief productions of Trinidad are sugar, rum, molasses, cocoa-nuts, coffee and cocoa, the latter article being of a very superior quality, and bringing \$5 per ton above the price of

ordinary cocoa. The sides of the mountains—of which one is over 3000 feet high, and seven others above 2000—are admirably adapted to the production of coffee of the best quality, but not much is as yet exported. The acreage devoted to the principal crops is:

Sugar canes.....	36,739
Coffee, cocoa and cotton.....	14,238
Cocoa-nuts.....	1,345

Another staple of Trinidad is Pitch, a mineral product of great value.

EXPORTS.

Trinidad has followed the example of the neighboring colony, Guiana, in importing labor from Asia, and consequently, like Guiana, it is progressive. Its exports have doubled within the ten years last past, and its revenue has nearly trebled. The exports of the last three years were:

	1863.	1864.	1865.
Sugar.....hhds	37,394	39,634	30,837
".....tierces	6,549	6,738	6,143
".....barls	4,867	5,383	5,215
Molasses.....puns	8,926	15,227	9,324
".....tierces	187	408	293
Rum.....puns	2,547	661	933
Cocoa.....lbs	7,014,337	5,009,006	6,611,160
Coffee.....lbs	89,350	7,110	36,002
Cotton.....bales	7	381	920
Asphalt.....tons	1,300	2,365	13,700
Cocoa-nuts.....No.	.....	246,667	419,752
Total value.....	£796,497 stg.	£1,101,51	.....
or say.....	\$3,982,485	\$5,507,550	.....

The chief products were shipped to the following countries:—

	Sugar.	Rum.
Great Britain.....	77,897,050 lbs.	49,095 Gallons
France.....	556,000 " "
United States.....	661,800 "	121 "
Spain.....	18,000 " "
Madeira.....	5,000 " "
British North America.....	21,400 "	96 "
British West Indies.....	200 "	7,296 "
French West Indies.....	400 " "
Venezuela.....	.....	3,467 "
	<u>79,109,650</u>	<u>60,075</u>
	Molasses.	Cocoa.
Great Britain.....	1,155,035 gallons.	3,075,606 lbs.
France.....	200 "	1,065,868 "
United States.....	403,000 "	524,302 "
Spain.....	8,445 " "
Madeira.....	5,100 " "
British North America.....	4,475 "	18,765 "
British West Indies.....	.....	50,457 "
French West Indies.....	.....	255,496 "
Venezuela.....	.....	98,369 "
	<u>1,576,255</u>	<u>5,088,868</u>

The asphalt or natural pitch was exported to England, Belgium and France; the quantities to each country are not stated in the returns.

EXPORT DUTY.

There is a duty on exports from Trinidad, levied in aid of immigration, the tax being

On Sugar.....	5s	0d	sterling.....	per hhd
“	3	4	“	“ tierce.
“	0	10	“	“ bbl.
On Molasses.....	1	8	“	“ puncheon.
“	0	10	“	“ tierce
On Rum.....	3	4	“	“ puncheon.
On Cocoa.....	1	1	“	“ 100 bbls.
On Coffee.....	0	10	“	“ 10J lbs.

IMPORTS.

The values of imports into Trinidad for the three latest years for which we have complete returns was:

1862.....	\$3,667,990
1863.....	3,554,820
1864.....	4,419,700

The values of the imports in 1864 from various countries were as follow:

United Kingdom.....	£ Stg. 426,325
British North America.....	56,110
East Indies.....	31,440
France.....	40,690
British West Indies.....	73,199
Foreign West Indies.....	42,307
United States.....	179,178
Spain.....	6,113
Italy.....	421
Holland.....	25
Venezuela.....	20,101
Teneriffe.....	919
Madeira.....	1,110

£ Stg. 883,932
or say \$4,419,700

The imports of the articles in which British North America is chiefly interested were derived from the undermentioned countries:

BREAD.—From United States.....	6,002	bbls
BUTTER.—From Great Britain.....	123,004	lbs.
From France.....	272,980	“
From United States.....	23,000	“
From British North America.....	600	“
From British West Indies.....	39,183	“
From Foreign West Indies.....	53,076	“
	503,843	lbs.*

* The Spanish weights sometimes used in the Island are.

1 Fanega = 110 lbs English.

1 Aroba = 25 “ “

1 Quintal = 100 “ “

The Vara of Castile is the measure of length and equals 32,952 English inches.

CHEESE.....	From United States.....	70,000 lbs.
	From British West Indies.....	81,532 "
	Miscellaneous.....	11,112 "
		<hr/>
		162,644 lbs.
FISH, DRIED.....	From Great Britain.....	3,578 lbs.
	From United States.....	12,800 "
	From British North America.....	4,446,440 "
	From British West Indies.....	344,840 "
	From Venezuela.....	23,716 "
	Miscellaneous.....	350 "
		<hr/>
		4,831,724 lbs.
FISH, PICKLED....	From British North America.....	3,092 lbs.
	Miscellaneous.....	731 "
		3,823 lbs.
FLOUR.....	From United States.....	50,247 bbls.
	Miscellaneous.....	2,840 "
		53,087 bbls.
LARD.....	From United States.....	388,000 bbls.
	Miscellaneous.....	45,464 "
		433,464 bbls.
LUMBER.....	From British North America.....	4,939,893 feet.
	Miscellaneous.....	71,270 "
		5,011,163 feet.
MEATS, SALTED...	From United States.....	1,379,738 lbs.
	From British North America.....	17,000 "
	Miscellaneous.....	601,819 "
		1,998,557 lbs.
SHINGLES.....	From British North America.....	1,669,400
	Miscellaneous.....	58,300
		1,727,700
SHOOKS.....	From United States.....	49,474 bbls.
	From British North America.....	1,090 "
	Miscellaneous.....	16,231 "
		66,795 bbls.
STAVES.....	From United States.....	107,393
	From British North America.....	125,694
	Miscellaneous.....	71,600
		204,687

TARIFF.

The Tariff on Imports into Trinidad is moderate, the duties collected averaging less than 15 per cent. on the gross value of Imports.

	Sterling.		
	£	s	d
Animals (living) viz:			
Asses, each.....	0	2	1
Calves and Goats, each.....	0	1	0
Oxen, Cows, Bulls, each.....	0	2	1
Mules, each.....	1	0	0
Sheep, each.....	0	2	0
Lamba, each.....	0	1	0
Swine and Hogs, each.....	0	1	0
Kids and Pigs (sucking) each.....	0	0	6
Horses, Mares, Geldings, Colts and Foals, each.....	2	0	0
Bricks.....the 1,000.....	0	1	0
Butter.....the lb.....	0	0	1
Candles, Tallow.....the 100 lbs.....	0	2	1
“ Wax, Sperm, Composition, and all others.....the 100 lbs.....	0	6	0
Carriages on springs, four wheeled.....each.....	7	0	0
“ “ two wheeled.....“.....	4	0	0
Chocolate.....the lb.....	0	0	1
Cheese, Cocoa, Coffee.....the 100 lbs.....	0	5	0
Coals.....the hhd.....	0	1	0
“ loose.....the ton.....	0	0	3
Corn.....the bushel.....	0	0	2½
Cotton, Linen, Wool, Manufacturers of, or Cotton, or Linen, or Wool mixed with any other material (except silk) for every.....£100 of value.....	5	0	0
Crackers and other Bread-stuffs.....the barrel.....	0	0	7
Engines—Machinery, Sugar Pans, and apparatus used for the Manufacture of Sugar or other produce, for every.....£100.....	3	10	0
Fish, dried or salted.....the 100 lbs.....	0	1	0
“ pickled.....the barrel.....	0	2	6
Flour, the barrel.....of 106 lbs.....	0	5	0
Gunpowder.....the lb.....	0	0	3½
Gloves and Haberdashery, for every.....£100 of value.....	10	0	0
Hair, Manufacturer of Hair or Goat's wool, or of Hair or Goat's wool mixed with any other material, for every.....£100 of value.....	5	0	0
Iron, Manufacturers of Iron, Copper, Brass, Tin, Lead, or Zinc, mixed or unmixed with any other material, and all other Manufacturers known as Hardware, for every.....£100 of value.....	5	0	0
Jewellery and watches, for every.....£100 of value.....	10	0	0
Lard.....the 100 lbs.....	0	2	6
Leather, manufactured or unmanufactured (except gloves), for every.....£100 of value.....	5	0	0
Lime (Building).....the hhd.....	0	1	0
“ Temper, for every.....£100 of value.....	3	10	0
Lumber, White, Spruce, and Pitch Pine.....the 1000 feet.....	0	6	0
Malt Liquor, in wood.....the 64 gallons.....	0	10	0
“ in bottles, the dozen quart bottles, and so in proportion.....	0	0	6
Manures, for every.....£100 of value.....	3	10	0
Matches (Lucifer), for every gross of boxes or other package, each box or package not containing more than 120 matches.....	0	2	6

	Sterling.	
	£	s. d.
Meal, or other Flour, not wheaten.....the barrel.....	0	1 0
“ “ “the puncheon.....	0	4 0
Meat, salted or cured.....the 100 lbs.....	0	4 2*
Molasses.....the gallon.....	0	0 6
Muskets, Guns, Fowling-Pieces, Gun-barrels, Stocks .....each.....	0	5 0
Oil (Olive).....the gallon.....	0	0 9
Oats, Peas, and Beans.....the bushel.....	0	0 2½
Opium.....the lb.....	0	10 0
Pitch .....the barrel.....	0	0 6
Rice.....the 100 lbs.....	0	2 0
Shingles.....the 1000.....	0	1 0
Shooks.....the bundle.....	0	0 6
Silk, Manufactures of Silk, or of Silk mixed with any other material, Ribbons, for every.....£100 of value.....	10	0 0
Soap.....the 100 lbs.....	0	1 0
Spirits and Strong Waters.....p. gal. hyd'meter prf.	0	6 0
Liqueurs and Cordials.....the gallon.....	0	6 0
Staves .....the 1000.....	0	10 0
Sugar, Refined or not.....the 100 lbs.....	0	10 0
Tar .....the barrel.....	0	0 6
Tea .....the lb.....	0	0 2
Tiles—Pan Tiles and other roofing Tiles.....the 1000.....	0	2 1
Paving Tiles.....the 100.....	0	1 0
Marble Tiles.....the 100.....	0	2 1
Draining Tiles, for every .....£100 of value.....	3	10 0
Tobacco—Unmanufactured .....the lb.....	0	0 4
Manufactured Negro-head, Caven- dish and Snuff.....the lb.....	0	0 6
Cigars .....the lb.....	0	0 9
Turpentine, Spirits of.....the gallon.....	0	0 1
Wines in wood, French Wines (except Vin de Côte and Muscat).....the gallon.....	0	1 0
Vin de Côte.....the gallon.....	0	0 2
Teneriffe, Canary, Dry and Sweet Malaga, Fayal, Sicilian Wines and Muscat.....the gallon.....	0	0 8
Sherry, Madeira, Port, and all other Wines not above enumerated.....the gallon.....	0	1 0
Wines in bottles—(except Muscat) the dozen quart bottles.....	0	6 0
Muscat, the dozen quart bottles, and so in pro- portion.....	0	4 0
Non-enumerated articles, for every.....£100 of value.....	3	10 0

Exemptions.—Coins, Bullion and Diamonds, Printed Books, and Poultry, Provisions, and Stores for the use of Her Majesty's land and sea forces.

WHARF DUTIES AND OTHER CHARGES ON COMMERCE.

Besides the duties on Imports and Exports, wharf and tonnage duties are to be paid.

The Tonnage Duties are:

50 tons and upwards.....	42	cts.
25 do under 50.....	30	
Under 25.....	6	

* With the exception of Tasso (jerked beef), which only pays 10d. per 100 lbs.

BALLAST—From 80 cts to \$1 per ton.

LIGHTERAGE—\$3 per diem—60 cts. per hhd. No tonnage duties are levied on vessels entering and clearing in ballast.

The Wharf Dues on the principal articles of North American produce are:—

Butter.....	2	cts. per keg.
Bricks.....	48	do M.
Coals.....	48	do hhd. or ton.
Flour.....	9	do brl.
Fish.....	6	do quintal.
Hams.....	24	do 100 lbs.
Lumber.....	48	do M.
Pork.....	12	do brl.
Potatoes.....	9	do
Staves.....	48	do M.
Shooks.....	2	do bundle.

SHIPPING.

The total tonnage entered and cleared in 1864 was:—

	Entered.		Cleared.	
	No.	Tons.	No.	Tons.
British.....	662	98,151	673	98,996
Foreign.....	188	36,165	183	36,728
	850	134,316	856	135,724

MISCELLANEOUS REMARKS.

The principal features of Trinidad trade which call for special remark, are:—

Pitch.—Large portions of the Island appear to be underlaid with pitch, or solidified petroleum, and at La Brca, about a mile from the sea-shore, there is a lake of pitch covering 100 acres, a small portion of which is in a semi-liquid state. Two companies, one English, the other American, are established for the purposes of digging it out and sending it to market, either partially refined as petroleum or in blocks as asphalt, and it is certain that before long this extraordinary mineral product will become a most important article of the trade of the island. It may compete in neighboring markets with the petroleum from British North America, as it has been ascertained that the raw material produces about 70 gallons per ton of crude oil. Owing to the unhealthiness of the locality, which is to the leeward of some large lagoons, the oil works which have been heretofore established for producing crude oil have been abandoned, as the skilled laborers imported to carry on the operations died, and it was difficult to procure others.

In another part of the Island boring is being carried on with the expectation of tapping veins of oil like those of Pennsylvania and Canada West.

The royalty payable to the Government on shipping the article is

	s.	d.	stg.
Raw Pitch.....	0	6	per ton.
Liquid Pitch.....	0	6	"
Boiled Pitch.....	1	0	"
Crude Petroleum.....	2	0	per 240 gals.
Distilled.....	3	8	"
Distilled and Refined.....	4	0	"

One of the companies which hold the pitch estates has a contract with a French house to supply 1,500 tons per annum of boiled pitch in blocks, which is used for pavements, at \$8 80 per ton delivered on board ship. The same company has also contracted to deliver 20,000 tons at Antwerp at 50s. sterling per ton for the purpose of making oil. These prices are given as it is not impossible that some use may be found for the article in the British North American Colonies. It should be remembered that pitch is considered by those in the trade a very heavy cargo for ships, and it has happened in several instances that ships have had to be condemned at St. Thomas, on the way to Europe, with cargoes of this material on board.

Cocoa.—Trinidad cocoa is a favorite in the European market. The French, whether in Europe or the Colonies, consume large quantities of it, and it is by no means improbable that with moderate duties in British North America, and steam communication with the West Indies established, the descendants of the French who inhabit British North America will become large consumers of this article.

Flour.—The favorite brands of flour in Trinidad at this time are said to be "Express," "Favorita," "Princess Alice," "Federal," "Kosciusko," "Lake Mills," "St. Lawrence," "Broadstreet Mill," "Empress," "Ohio," "Brandywine." From this the trader can understand what quality would be most suitable for the market. Here, as elsewhere in the West Indies, flat hoops must in all cases be avoided.

Sugar.—The weight of a hhd. of sugar shipped at Trinidad averages about 1 ton, a tierce about $\frac{2}{3}$ of a hhd., a brl. about 240 lbs. On the voyage to Europe it loses about 10 per cent. in weight.

Fish.—The codfish preferred in Trinidad is of the kind which is sent from Ragged Island, Nova Scotia.

Pork.—Pork should be fat. Mess and clear mess are best suited for this market.

ASSORTED CARGOES FOR TRINIDAD.

Trinidad not having a large population, cargoes sent there must be small and assorted to suit the market. Below is a specification of a suitable cargo :—

SPECIFICATION of a cargo of Breadstuffs, Provisions, &c., from the United States, and prices obtained for same, duty paid :

1256 Barrels Extra Flour.....	\$8 75
150 " " Corn Meal.....	5 00
140 " " Pilot Bread (square).....	3 75
50 hlf " " }	2 00
100 Tins } Lard, per lb	0 18
100 Kegs }	0 18
10 Qrs. Hams, per lb.....	4 00
50 Kegs Butter, 25 lbs. Keg.....	25 00
50 Barrels Mess Pork, 200 lbs. brl.....	0 2
100 Boxes Cheese, per lb.....	0 17½
150 Boxes Candles, 18 to the lb.....	2 50
100 Bags Yellow Corn, 2 bushels bag	14 00
50 Half Barrels Beef, 100 lbs. each.....	2 50
50 Bags B'K'E. Peas, 2 bushels bag.....	20 00
50 Puncheons Oil Meal, each 750 lbs.....	30 00
2 Hogsheads Tobacco, Leaf, per 100 lbs.....	

PRICE LIST.

The Commissioners had furnished to them price lists of the cargoes with British North American produce, which arrived just previous to their visit (February 5th, 1866).

Coopers' Stuff's.—Last arrival from Nova Scotia, 80,000 staves R. O., \$55 per M. p's. (Last arrival from the United States, 2,000 bundles shooks (second hand), sold for \$1.50 per bundle.)

Terms, three months.

Lumber.—Last arrival from Clyde River, Nova Scotia, with 125 M. feet W. P. Lumber, 1-inch board, 2-inch plank. Sold for \$24 per M. feet, duty paid; 5 per cent. allowed for splits.

Fish.—Last arrival from Ragged Island, Nova Scotia :—

218 Qrs. Codfish.....	\$21 00
37 Boxes "	7 20
41 Qrs. Haddock.....	18 00
30 Boxes Scale Fish.....	4 00
Barrels Mackerel, (No. 3.).....	7 00

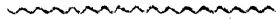
The ruling prices of Trinidad exports were quoted, February 5th, at—

Sugar, per 100 lbs.....	\$3 50
Hhds., with Sugar.....	5 00
Rum, pff. 22 Imp.....	0 35
Cocoa, per 100 lbs.....	12 50
Cocconut Oil, per gal.....	1 05

TRADE WITH VENEZUELA.

A considerable trade has recently sprung up between Trinidad and Venezuela.

The unsettled state of the Government in the latter place renders it undesirable to accumulate stocks of merchandize there, and the proximity of Trinidad makes it convenient as an entrepôt for the reception and transshipment to Europe and North America of the products of the Spanish main. Several steamers touch at Trinidad on their way to and from Central and South American ports, and there is a regular line between Port of Spain and Carthagena.



BARBADOS.

Barbados was first colonized by the British in 1626. It is 21 miles long by 14 broad, and contains 106,470 acres or about 166 square miles. The population in 1861 was 152,727, of whom 16,594 were white, and the remainder colored and black. It is thus more densely populated than any other considerable Island, and occasionally furnishes emigrants to some of the others. Barbados enjoys the advantage of Responsible Government.

REVENUE AND EXPENDITURE.

The Revenue and Expenditure of Barbados for the last three years was:—

	Revenue.	Expenditure.
1862.....	\$468,410	\$467,305
1863.....	512,860	522,475
1864.....	536,955	521,920

The chief heads of Revenue in 1864 were:—

Customs Duties on imports.....	£45,979
Tonnage	10,568
Warehouse rents, Pines, &c.....	189
	£56,736

Rum duty (Excise).....	£11,873
Port and Harbour dues.....	1,428
Licenses.....	4,583
Loans and Payments.....	13,226
Miscellaneous.....	19,545

Total.....	£107,391
or say.....	\$536,955

The chief heads of Expenditure were:—

Establishments.....	£52,184
Works and Buildings.....	10,996
Roads.....	5,250
Debt.....	5,922
Miscellaneous.....	30,082

Total.....	£104,384
or say.....	\$521,920

The debt of the Island is now only £5,000.

IMPORTS AND EXPORTS.

Where so dense a population exists, great industry is essential to enable the people to live. Thus labor is cheap; and the productive capacity of the soil has been fully brought out. A hundred thousand acres are in a high state of cultivation, and the Island has the appearance of a well-kept garden. The roads throughout the Island are excellent, and the buildings substantial. The price of land is much enhanced owing to its limited quantity, and the abundance of labor. The planters have been obliged to avail themselves of every appliance for developing the resources of their estates; the successful introduction of steam ploughs has materially aided their operations, and guano and other artificial manures have

been freely and profitably used. The exports of the Island have therefore been large, and the imports have kept pace with them. The values for the last three years were:—

	Imports.	Exports.
1862.....	\$4,565,705	\$5,338,060
1863.....	4,391,045	4,905,720
1864.....	4,549,680	4,616,485

The countries with which this commerce was carried on in 1864, were :

	Imports.	Exports.
United Kingdom.....	£363,109	£548,953
British West Indies.....	51,835	170,602
British Guiana.....	22,636	50,340
British North American Colonies.....	81,525	35,056
United States.....	315,809	91,097
Spanish West Indies.....	13,652	1,208
Callao.....	48,420	.....
Other Countries.....	12,950	25,641
Total.....	£909,936	£922,897
or say.....	\$4,549,680	\$4,614,485

The staples of export are :—

COTTON :	To Great Britain.....	583 bales.	£2,915
MOLASSES :	To United States.....	7,603 hds.	£34,236
	British North America.....	5,683 "	25,573
	Other Countries.....	257 "	1,156
		13,543	£60,965
RUM :	To Great Britain.....	9,210 gals.	£691
	British North America.....	4,526 "	339
		13,736 "	£1,030
SUGAR :	United Kingdom.....	36,108 hds.	£541,623
	United States.....	380 "	5,700
	British North America.....	181 "	2,715
	Other Countries.....	60 "	900
		* 36,729 "	£550,938

The staples imported are :—

BREAD :	United States.....	1,450,645 lbs.	£10,155
	British North America.....	14,280 "	100
	Other Countries.....	50,392 "	353
		1,515,317	£10,608
BUTTER :	United Kingdom.....	331,727 lbs.	£16,586
	United States.....	449,995 "	22,500
	British North America.....	4,250 "	212
	Other Countries.....	75,039 "	3,752
		861,011 "	£43,050

* This is much below the average. The exports of Sugar for 1866, will probably amount to 55,000 hhdg.

CATTLE:	Spanish West Indies.....	2,149	£12,882
	Other Countries.....	206	1,236
		No. 2,147	£14,118
COAL:	United Kingdom.....	10,525 tons.	£13,156
CORN MEAL:	United States.....	68,135 bbls.	£54,508
	Other Countries.....	2,045 "	1,636
		70,180	£55,144
CHEESE:	Great Britain.....	23,408 lbs.	£780
	United States.....	277,651 "	9,255
	Other Countries.....	13,232 "	437
		314,291 "	£10,472
CARRIAGES:	From Great Britain.....	32	£2,880
	United States.....	74	1,850
	Other Countries.....	2	37
		No. 108	£4,767
FISH, DRIED:	From British North America.....	98,452 cwt.	£59,071
	All other Countries.....	2,541 "	2,523
		100,993 "	£60,594
FISH, PICKLED:	British North America.....	10,750 bbls.	£6,375
	United States.....	3,053 "	1,526
	Other Countries.....	2,084 "	1,042
		15,887 "	£8,943
FLOUR:	United States.....	71,024 bbls.	£88,780
	British North America.....	975 "	1,219
	All other Countries.....	6,552 "	8,189
		78,551 "	£98,188
HORSES:	British North America.....	34	£680
	United Kingdom.....	21	420
	Other Countries.....	7	140
		No. 62	£1,240
ICE:	United States.....	594 tons.	£356
LUMBER:	United States.....	663,630 feet.	£1,127
	British North America.....	4,895,746 "	9,791
		5,459,376 "	£10,918
LARD:	United States.....	277,307 lbs.	£12,577
	British North America.....	2,750 "	92
	Other Countries.....	16,736 "	557
		396,793 "	£13,226

OILS AND BURNING FLUIDS:*

Great Britain.....	373 bbls.	£3,250
British North America	8 "	24
United States.....	596 "	1,250
British and West Indies.....	324 "	452
Other Countries.....	12 "	28
	<u>1,312 "</u>	<u>£5,004</u>

ONIONS AND POTATOES:

Great Britain.....	773 bus.	£222
United States...	1,704 "	512
British North America.....	972 "	292
Other Countries.....	1,408 "	431
	<u>4,857 "</u>	<u>£1,456</u>

MEAT (SALTED):

United Kingdom.....	311,602 lbs.	£5,193
United States.....	2,239,530 "	37,325
British North America.....	10,450 "	174
West Indies.....	143,000 "	2,383
	<u>2,704,582 "</u>	<u>£45,075</u>

STAVES:

United States.....	3,142,854	£31,428
Other Countries.....	535,600	5,861
	<u>3,678,454</u>	<u>£36,789</u>

SHINGLES (CEDAR):

United States.....	2,978,202	£1,197
British North America.....	2,474,850	990
	<u>5,453,052</u>	<u>£2,187</u>

SHINGLES (CYRESS):

United States.....	5,096,509	£2,580
--------------------	-----------	--------

SOAP:

United States.....	2,231,494 lbs.	£13,943
Other Countries.....	118,300 "	72
	<u>2,349,794 "</u>	<u>£14,015</u>

WOOD HOOPS:

Great Britain.....	1,476,720	£11,814
British North America.....	184,200	1,473
United States.....	9,900	77
	<u>1,670,820</u>	<u>£13,366</u>

MALT LIQUOR (IN BOTTLE):

Great Britain.....	12,096	£3,629
United States.....	149	44
British North America.....	2,109	633
Other West Indies.....	56	17
	<u>14,410</u>	<u>£4,324</u>

* Petroleum has been found on the north-east portion of Barbados, and a company has been formed for testing and developing the resources of that district.

TARIFF.

The tariff of Barbados cannot be called a high or unreasonable one as a whole, but it is worthy of remark that it appears to press most heavily on the staples of British North America. The highest duties are those on Butter (\$1.90 per 100 lbs.), Lard (\$1.02 do.), Hoops and Staves (76 cents per 1,200), Lumber (63 cents per M. feet), Flour (\$1.06 per bbl.), and Salt Meats (\$1.28 per 100 lbs). It is somewhat unequal too in its arrangement; thus while salt meats are charged \$1.28 per 100 lbs., dry fish pays but 6 cents per 112 lbs. In the event of a modification of its tariff by British North America in favor of Barbadian produce, it will be desirable to urge on Barbados a corresponding action with reference to the more highly taxed of the above articles.

The tariff in detail is subjoined:—

TABLE OF DUTIES OF CUSTOMS INWARDS.

Memorandum.—In addition to these duties, there is a further charge of 25 per cent. upon them. Thus arrowroot, charged 10d. is really subject to a duty of 1s. 0½d. This additional 25 per cent. will expire in December, 1866.

	£	s.	d.
Arrowroot, Touslesmois, and all other starches, the 100 lbs	0	0	10
Bread of all kinds, the 100 lbs.....	0	0	5
Bricks, the 1000.....	0	2	1
Butter, the 100 lbs.....	0	6	3
Candles, (tallow), the 100 lbs.....	0	4	2
“ other kinds, the 100 lbs.....	0	8	4
Cattle (neat or horned), the head.....	0	8	4
Cement, the barrel.....	0	1	0½
Cheese, the 100 lbs.....	0	6	3
Cigars, the 1000.....	1	5	0
Coal and mixed preparations thereof, the ton.....	0	2	1
Cocoa, the 100 lbs.....	0	1	0½
Copper, sheet, the 100.....	0	1	0½
Cordage, except twines, the 100 lbs.....	0	1	0½
Corn and Grain, unground, the bushel.....	0	0	2½
Fish—dried, salted or smoked, the 112 lbs.....	0	0	2
Fish—pickled, the barrel of 200 lbs.....	0	0	4
Flour—wheat or rye—the barrel.....	0	3	6
Indian Meal or other kind, the barrel.....	0	1	0
Gin, on every gallon, of or under the strength of 25, by the Hydrometer called the bubble.....	0	2	1
And for every higher degree of strength on each gallon, an additional sum of.....	0	0	1
Hoops, wood, the 1200.....	0	2	6
Horses, each.....	1	13	4
Lard, the 100 lbs.....	0	3	4
Lead, sheet or pipe, the 100 lbs.....	0	0	5
“ white, the 100 lbs.....	0	1	0½
Lumber, white, yellow, pitch pine, and spruce, one inch thick—the 1000 feet superficial.....	0	2	1
Malt liquor in wood, the cask not exceeding 64 gallons.....	0	4	2
Malt liquor in bottle (reputed quarts), the dozen.....	0	0	3
Matches, lucifer and others, per gross of 12 dozen boxes, each box to contain 100 sticks, and boxes containing any greater or less quantity to be charged in proportion.....	0	2	6
Meat, salted or cured, the 100 lbs.....	0	4	2
Mules, each.....	0	1	5
Oil-meal and Oil-cake, the 100 lbs.....	0	0	4
“ Kerosene, the gallon.....	0	0	2
Rice, the 100 lbs.....	0	0	5

	£	s.	d.
Shingles, wallaba or cypress, the 1000.....	0	2	1
Shingles, other kinds, the 1000.....	0	1	0½
Suuff, for every £100 of the value.....	25	0	0
Soap, for every 100 lbs.....	0	1	0½
Spirits (other than Gin and Rum) and cordials, the gallon.....	0	3	4
Staves or Shooks, per 1200 pieces.....	0	2	6
Syrup, cane, the gallon.....	0	1	0½
Tea, the lb.....	0	0	2½
Tobacco, the lb.....	0	0	2½
Wines, for every £100 of the value.....	15	0	0

Not being prohibited to be imported for consumption into the Islands by any Act or Acts of the Imperial Parliament :

	£	s.	d.
Coffee, the 100 lbs.....	0	2	1
Molasses, the 100 lbs.....	0	1	0½
Rum, on every gallon, of or under the strength of 25 by the Hydrometer called the bubble.....	0	2	8
And for every higher degree of strength on each gallon an additional sum of.....	0	0	1
Sugar, refined, the 100 lbs.....	0	7	6
“ raw or Muscovado, the 100 lbs.....	0	2	1
All other kinds, the 100 lbs.....	0	5	0

Not being imported into the Islands from any place from which they are prohibited by any Act or Acts of the Imperial Parliament to be imported :

	£	s.	d.
Gunpowder, blasting, the keg of 25 lbs..	0	1	0½
All other articles not herein particularly enumerated or excepted, 3 per cent. <i>ad valorem</i> .			

Table of Exemptions.

The following articles are not to be subject to duty :—

Articles for the use of the Governor of the Island and Commander of the Forces for the time being.	Hulls, Boats, Masts, Spars, Apparel, Tackle, and Furniture of vessels condemned by survey and on which tonnage duty shall have been paid.
Building Materials and Supplies for the use of Her Majesty's Army and Navy.	Ice.
Asphalte.	Leeches.
Blubbers and heads and offals of Fish.	Lemon and Lime Juice.
Bullion, Coins, and Diamonds.	Lime, building or temper.
Calves (sucking) and Foals.	Live and dead Stock not enumerated.
Cassaripe.	Logwood.
Cider.	Manure.
Cotton Wool.	Military clothing, accoutrements and appointments
Cocoanuts.	Nuts.
Eggs.	Old Metals.
Empty Bottles or Glass or Stoneware.	Organs, and other musical instruments used in churches.
Fresh Fish and Turtle.	Packages in which goods are imported (except trunks, new vats, hogsheads and puncheons,
Fresh Meats.	Passengers' baggage.
Fruits and Vegetables.	Patterns or samples.
Furniture previously used.	Perry.
Fuel Wood and Charcoal.	Personal effects of individuals belonging to this Island dying abroad.
Gravel.	Pozzolano.
Green Ginger.	
Hay and Straw.	
Hoe Stick.	
Hops.	

Printed or manuscript books, forms and papers, maps, charts, engravings, music, pictures and statues.

Raw hides and skins.

Salt.

Sawdust.

Soda Water and Mineral Water.

Specimens illustrative of natural history; seeds, bulbs, and roots of flowering plants or shrubs.

Tablets and Tombstones.

Tallow.

Tar, pitch, rosin.

Turpentine.

Turtle and tortoise shell unmanufactured.

Wines and other liquors imported by Military and Naval Messes for the use of such messes.

PORT CHARGES AND TRADE ALLOWANCES.

Tonnage dues, 54 cts. $\text{\$}$ ton, if whole or more than half a cargo is discharged—tonnage being calculated on the value of the cargo. If only half the value is landed, or only one-fourth, the tonnage is paid in such proportions only. Vessels arriving with a portion of cargo are subject to the entire tonnage dues if it be landed. Harbour dues, $\text{\$}$ 3 each vessel. Colonial Secretary's Fee, $\text{\$}$ 3. Lighterage, Merchant vessels, with general cargoes, including Rice, Oats, Guano, Bricks, &c., $\text{\$}$ 15 tons boat load, $\text{\$}$ 4. Coals, loose, $\text{\$}$ ton, 35 cts. Salted Meat, Pickled Fish, Lard, Candles, Butter, Pitch, Rosin, Cement, and such like articles, $\text{\$}$ brl., 3½ cts. Flour, Meal, Corn, Bread, Crackers and such like articles, $\text{\$}$ brl., 2½ cts. Kerosene Oil, Wines and other liquids, $\text{\$}$ brl., 5 cts. Oil Meal, $\text{\$}$ pun., 550lbs. @ 10 cts., 755lbs. @ 15 cts. Shooks, $\text{\$}$ bundle, 2 cts. Horses and Mules, from 2 to 12 head, $\text{\$}$ 4. Cattle from 4 to 16 head, $\text{\$}$ 4. Fish, $\text{\$}$ qtl., box or drum, 1½ cts. Staves, $\text{\$}$ 1,000 pieces, 60 cts. Shingles—small, 5 cts.; 10-in., 8 cts.; 12-in., 15 cts. Wallaba, 10 cts. Loose, 20 cts. $\text{\$}$ M. Hay, for 15 tons boat load, $\text{\$}$ 4. Firewood, $\text{\$}$ cord, 50 cts. Sugar, $\text{\$}$ hhd., 25 cts., $\text{\$}$ tierce, 18 cents, $\text{\$}$ brl., 4 cts. Tobacco, $\text{\$}$ hhd., 30 cts. Molasses, $\text{\$}$ puncheon, 16 cts. Rum, $\text{\$}$ puncheon, 20 cts. Ballast: Dirt, 80 cts. Stone, $\text{\$}$ 1.20 cts. per ton along side. Labor, 80 cts. to $\text{\$}$ 1 per day. Water 36 cts. $\text{\$}$ puncheon, put along side. No wharfage, pilotage or any charge to vessels calling off the port or trying the market, except $\text{\$}$ 1 to boarding officer. White and Yellow Pine Lumber, Staves and Shingles, are generally sold payable by note at three months. Allowance for splits to purchasers of Pitch Pine, 2½ $\text{\$}$ cent.; White Pine, 5 $\text{\$}$ cent.

MISCELLANEOUS REMARKS.

The characteristics of the articles Barbados exports are not such as to call for any remark, but as the Island is the commercial centre of the neighboring group, some information as to the kind of lumber and other articles required for use in its market was sought for, and three valuable memoranda were supplied to the Commissioners by different and reliable houses, which they add, numbered 1 and 2 and 3 respectively.

Remarks on Lumber, Staves, &c., of the description generally used at Barbados.

No. 1.

White Pine Lumber.—This article is used to a considerable extent, and a regular supply is derived from Nova Scotia, besides some from New Brunswick, and occasionally from Maine, U. S. The description required is boards of one inch thick and planks of two inches thick, latter in the proportion of 10 to 15 per cent.; the average price is about $\text{\$}$ 20 to $\text{\$}$ 21 per M. with $\text{\$}$ 18 and $\text{\$}$ 24 as extreme rates. Sappy lumber, as well as boards under 10 feet, and plank under 20 feet, superficial measure, are thrown aside as unmerchable and sold at $\text{\$}$ 3 to $\text{\$}$ 4 per M. under the price of the good.

Cargoes of this article are frequently sold here, deliverable at neighboring markets.

Spruce boards, with a small proportion of plank, are most saleable during crop, being used for heading for sugar hhd., the price ranging about $\text{\$}$ 3 to $\text{\$}$ 4 per M. under that of white pine; such cargoes are also sold occasionally for neighboring markets.

Scantling of spruce and white pine is but little used, plank being cut to the sizes required for small buildings.

For buildings purposes generally, pitch pine lumber is principally used.

Staves.—Red oak staves are almost exclusively used; Beech, Birch and Ash, not being liked can only be sold at a very low price. White oak are not used; our exports of rum, being

small, a sufficient supply of puncheons is obtained from the importers of dry goods, who receive articles packed in them from England.

A good article of red oak staves will generally command \$50 to \$56 per 1200 pieces, they should be 42 inches long, from $3\frac{1}{4}$ to 4 inches broad, and 1 and 1-8th to $1\frac{1}{4}$ inch thick; they have rated much higher this season, say from \$60 to \$70 per 1,200 pieces owing to a light stock, and receipts being later than usual; they should be shipped to arrive here during the last months of the year.

Sawed staves are unsaleable.

Shooks, since the late American war, have been used to a greater extent than formerly. Large quantities of second hand hhd. shooks are brought here from the United States, and sold at about \$1 to \$1.20 each. New shooks will not answer, as they do not bring a sufficient difference in price, our planters using staves in preference.

Shingles.—Of this article large quantities are used, principally cedar of 18 and 20 inches long, which are shipped from St. Stephens, N. B., or Calais, Maine, and sell at about \$3 per M. Cedar shingles of a better description, thicker and broader and 22 inches long, are brought from Halifax and sell at \$5 to \$5.50 per M. Loose white pine shingles of good quality are sometimes shipped from St. Johns, N. B., and sell at \$6 to \$6.50 per M. Laying shingles, 4 bundles to the M., are not much used but sell occasionally at \$3 to \$3.50 per M. They must, however, be split, as sawn shingles are not liked.

No. 2.

White Pine Lumber.—To consist of boards one inch thick, and plank two inches thick, the width of either to range between eight and twenty inches, and the length from 15 to 25 feet; the proportion of plank in a cargo generally averages 10 to 15 per cent., and the established trade allowance on the above is 5 per cent on the merchantable portion of the cargo, viz: Such portion to be free from sap, dry-rot, &c., &c., the present price of which is \$22 per thousand feet, and varies in our markets from \$18 to 24 per thousand feet according to supply and demand.

Refuse White Pine Lumber.—Consisting of that portion of the cargo which contains sap, and boards under ten feet in length (whether good or not) is always sold at \$3 or \$4 per M. less than merchantable, according to the price of the latter.

White Pine Scantling.—Of following sizes, viz., 3 by 4 and 6 by 8, to the extent of some proportion of plank might be mixed with a cargo of boards and plank, but the demand for it would entirely depend on the supply of pitch pine, which, if in abundance or in fair supply would retard the sale of it, and the trade allowance on the above is only $2\frac{1}{2}$ per cent. discount on the merchantable portion and no allowance on the refuse portion, as in the case of refuse board and plank. The price varies according to the demand, but is invariably sold along with the board and plank at the same rate.

Spruce Lumber.—Consisting of the same sizes as specified in White Pine Lumber generally meets with ready sale, and the present price of the article is \$18 per M., and varies from \$14 to \$20 per M. according to supply and demand.

Red Pine.—Of same dimensions as White Pine Lumber would not fetch more than Spruce, except in the absence of Pitch Pine, which is not anticipated.

Shingles.—Say White Pine and Cedar—Loose dressed 22 inches long and $4\frac{1}{2}$ to 6 inches wide and of fair thickness, say 3-8ths to $\frac{1}{2}$ inch, would fetch from \$6 to \$8 per M. bunches of 100 each, say 18 inches in length and $3\frac{1}{2}$ to $4\frac{1}{2}$ inches in width, \$3 to \$3.50 per M., and those 22 inches long and of same width, \$4 to \$5 per M.

Staves.—Red Oak, dressed, of full length, say 42 inches, and $3\frac{1}{2}$ to 5 inches in width, 1 to $1\frac{1}{8}$ inches thick, straight and free from sap, present price, \$58 per 1200 pieces, and varies from \$40 to \$65 per 1200 pieces; but under the above dimensions would not fetch more than half the rate specified for the full size.

No. 3.

MEMORANDUM of articles used in this market, shewing the most suitable package, description and quality.

1st.—Goods Imported from the United States.

FLOUR should be in barrels giving 196 lbs. net weight, round hoops. The favorite brands here are—from New York—*Extra Ohio* "Barbados," "Bridgetown," "Roanoke," "St.

Lawrence." From Philadelphia, "Broad-street," and "Princess Alice." *Superfine* is considered next in quality, and the brands most known are "Favorita," "Prince Albert," "Powhattan," "Valley Mills," &c. Baltimore flour is also much liked, such as "Howard-street." In a Philadelphia cargo a few barrels Extra Family Flour of the brands "Jenny Lind," "Red-stone," "Ivory," and "Trumpet Mills" are always saleable, especially the two former.

MEAL in barrels same as Flour. The Meal ought to be a rich yellow. Favorite brands, "Price and Tatnall's," "Brandywine"—then March's "Caloric"—latterly, however, this has not kept, so that we give the preference to the former.

CORN.—Large, flat and bright yellow grains in bags of two bushels, and not less than 112 lbs. each bag. White and mixed not saleable.

CRACKERS in barrels to weigh 70 to 74 lbs. net. Should be always *packed*. Favorite New York brands, "Treadwell's" and "Goodwin's;" Philadelphia, "Watson's."

BREAD.—Brown in bags of 112 lbs. each, same brand as Crackers; Pilot not used.

PEAS.—Canada, in bags of 2 bush. or brls. of $3\frac{1}{2}$ bush.; former preferred. Should be all yellow; a mixture with black renders then unsaleable. Black Eye in same size packages. Split, in brls. of $3\frac{1}{2}$ bus. each.

OIL MEAL.—In pkns. of 750 lbs. each. Philadelphia preferred.

PORK.—In barrels containing 200 lbs. net. Should be fat and free from bone, and each barrel should bear the inspection brand. Clear and Mess are the most saleable. Prime Mess is very little used.

BEEF.—Should come only in half brls. of 100 lbs. net, and none is so saleable as that packed by Messrs. Halstead & Chamberlaine. Mess in barrels is very little used and scarcely saleable.

HAMS.—Ought never to exceed 12 lbs. in weight. They keep best when they are loose, covered with cloth.

BUTTER.—The best package is a keg of 25 lbs. "Goshen" is liked.

LARD.—In tin pails of 25 lbs. each. "Leaf" refined Lard preferred.

CANDLES.—Tallow. These are in a great measure superseded by the extensive use of Kerosene oil. The sizes which used to be best liked were: long 12's, $16\frac{1}{2}$ 18's in boxes of 10 lbs. each and 20 lbs. each; the former preferred. Good brands—Winchester's and Jackson's (Boston), Allan Hay's (New York), Delbert's, Grant's and Cook's (Philadelphia); must be hard and white.

OIL—Kerosene—best in tins of 6 gals. each. It is also imported in brls. of 50 to 60 gals. each.

CHEESE.—Favorite brand, Miles & Son, New York.

2nd.—Goods Imported from Newfoundland, Nova Scotia, and other British North American Provinces.

COD FISH.—In casks of 1, 2, 3 and 4 qtls. each, and also drums of 100 lbs. each, should be full weight. The quality ought to be a good clear yellow and well cured, the size medium and small. Large fish is not liked, nor should it be thick.

HADDOCK has of late been a good deal used. The packages, quality, and size, are the same as Codfish.

MACKEREL.—In brls. and half brls. Size, small, medium and large No. 3.

HERRINGS.—Pickled—In barrels of 200 lbs. each, both round and split, but not mixed in the same barrel. Large No. 1 preferred. Smoked—In boxes. Medium and small size only used.

SALMON.—A few brls. and half brls. will always find sale. Tierces not so much liked.

ALEWIVES.—The same remarks applies to these as to Herrings. In cargoes with Pickled Fish there cannot be too much care taken in seeing that the brls. are filled with pickle and properly coopered before shipment, as in this climate they soon rust and spoil.

COILED WOODHOOPS.—For molasses puncheons in bundles of 24 each, and not less than 9 feet in length. Barrel hoops not used.

HORSES.—Are largely imported from the Northern States and sell from \$135 @ \$180, according to size and quality; superior animals, about \$200. Canadians, \$100 @ \$150. They must be large size and strong, as small descriptions are not liked.

W. P. LUMBER.—The description used in this market is inch boards with an assortment of plank of 2 inches and 3 inches thick (the larger proportion being of 2 inches) to the extent

of 12 @ 15 per cent. of the whole cargo. The boards should be not less than 15 inches wide or 10 feet long, as any under this size are put aside by the purchaser as refuse, and an allowance of \$1 @ \$4 per M. has to be allowed. All sappy boards are also taken as refuse. They should be as free from knots as possible.

STAVES—RED OAK.—Should be dressed of an uniform width of 4 @ 4½ inches, and 4 feet in length. Saleable from November to June. White Oak is very little used in this market.

SHINGLES—CEDAR.—Should be 22 inches long and 4 @ 5 inches broad, but shingles of less breadth will sell here also. The value ranges from \$2.50 up to \$7 per M., as in size and quality.

Sales effected at two and three months credit, but proceeds can always be remitted promptly under a discount of 6 per cent. per annum.

ASSORTED CARGOES.

It is difficult to estimate correctly the proper quantities of each article to be sent to Barbados, as so much depends on the stock of each there, but on the presumption that the market is about equally supplied with all, the following may be given as the

Assortment of a Vessel of 1800 to 1900 barrels capacity.

Meal.....	650	brls.	400	Extra Ohio.
			200	Superfine.
			50	Family.
Flour.....	550	"		
Corn.....	125	"	250	bags.
Crackers.....	100	"		
Bread.....	100	"	100	"
Peas.....	75	"	100	" Canada.
"			25	" Split.
Oil-meal.....	100	"	30	casks.
Pork	75	"	50	Inspected.
			20	Clear.
Beef	25	"	25	half-brls.
Hams	5	"	100	Hams.
Butter.....	12½	"	100	kegs.
Lard.....	12½	"	100	"
Candles.....	10	"	200	boxes.
Oil.....	10	"	20	tins.
Cheese.....	15	"	50	Cheeses

1865 "

Assortment of a Cargo of—say 2,000 @ 2,400 quintals.

300 Casks of 4 qtls. each, Cod.....	1200	qtls.
50 " 3 " "	150	"
75 " 2 " "	150	"
100 Drums 1 " "	100	"
100 " 100 lbs. "	90	"
75 Casks 4 qtls. each, Haddock.....	300	"
50 Brls. Herrings (round).....	50	
50 " " (split).....	50	
50 Half-brls."	25	
10 Brls. Salmon.....	10	
20 Half-brls. Salmon.....	10	
50 Brls. Mackerel.....	50	
25 " Alewives	25	

2210 quintals.

Assortment of a Lumber Cargo of 100 M. @ 120 M. feet.

80 M. Pine Boards 1 inch thick.
8 " Plank (assorted).
12 M. Spruce Boards 1 inch thick.
10 " 4-inch Shingles

STAVES.

60 @ 120 M. Red Oak, inspected.

AND ON DECK.

200 @ 500 Bdles. Coiled Wood Hoops,

PRICE CURRENT.

The following is a Barbados Price Current and Market Review :—

BRIDGETOWN, 3rd February, 1866.

Last Sales, cargo prices, duty paid.

ALE.—Per hhd. 64 galls., \$10 @ \$30 as to brand, Bottled do.—Duty 6 cents per dozen. Scarce.

ALEWIVES.—\$5.50 per barrel. Wanted.

BEEF.—Mess brls. at \$6.75 @ \$11 as to quality. Nominal, little used. Family $\frac{1}{2}$ -brls. H. & C's, ex *Eastern Star*, \$13.86. Other brands at \$10.55. Wanted.

BREAD.—Brown. Treadwell's, ex *Golden Fleece*, \$4.27; ex *Milwaukee*, \$4.85 per bag; Goodwin's, ex *John Boynton*, \$4.84 per bag. Pilot little used.

BRANDY.—Martell's Vintage of 1859, \$3.25; Hennessy's Vintage of 1859, \$3.25; Otard's, \$3.00. Gregorie's, Commandon, and Vineyard Company's best, \$2.65—prices nominal.

BRICKS.—Fire, \$26 @ \$32; Scotch, \$25; Scotch Building, \$15; London Building, \$14.50; Bristol do, \$8; Cork, \$8 @ \$9; Liverpool, \$19.

BUTTER.—American, no late sales. Wanted. Irish, no good at Market. French, sales of firks. at 27 $\frac{1}{2}$ cts., do. at 28 $\frac{1}{2}$ cts. per lb. Wanted

CANDLES.—American, Jackson's, ex *Northern Star*, 12s at \$19.25; 16s at \$15; 18s at \$16.27; and 20s at \$17.06 per 100 lbs; 12s and 16s wanted, say half of each in 10 lbs boxes.

CHARCOAL.—Sales, 85 cents per barrel.

CHEESE.—A. Miles & Son's—no late sales. Wanted.

COAL.—Best shipment is a cargo of 250 tons or thereabouts, to arrive at the end of November. Good large lump and fit for steam purposes. Scotch preferred. A cargo of 700 tons, from Pictou, N. S., sold at \$7.50. It would have brought more had anything been known of it, but being the first shipment of the article from B. N. A. did not command the rate of a known article.

COD FISH.—(Not admitted to bond) Cargo, ex *Adelaide*, on p. terms supposed \$17.50 per tierce. Sales of Halifax at \$19 per tierce. Fair supply.

COCOA.—Sales \$9.50. Declining.

COFFEE.—Jamaica lotting, at \$16.62 $\frac{1}{2}$ per 100 lbs.

CORN.—American ex *Golden Fleece*, \$2.37 per bag; ex *Milwaukee* \$2.53; ex *J. Boynton*, \$2.65. Wanted.

CRACKERS.—Treadwell's, ex *Golden Fleece*, \$4.37; ex *Milwaukee*, \$4.67; ex *J. Boynton*, \$4.86 per brl. Saleable.

CORN MEAL.—Brandywine, ex *Golden Fleece*, \$4.26; ex *Milwaukee*, \$4.53; Caloric, ex *J. Boynton*, \$4.35 per brl. Wanted.

FLOUR.—Extra Ohio, ex *Golden Fleece*, \$8.59; ex *Milwaukee*, \$9; ex *J. Boynton*, \$8.77 per brl. Small supply.

HAMS.—American, sales at 12 @ 15 cents. Supply.

HAY.—No late sales. American in pressed trusses, iron bound and weighing from 300 lbs. to 489 lbs., sells at rates ranging from \$1 to \$2 per 100 lbs.; average rate, \$1.50. It is generally brought on deck say 50 trusses at a time and of very inferior description. English (Meadow) much liked and brings \$1 per 100 lbs. in advance of all others.

HERRING.—Sales at \$4.44 @ \$4.75 per brl as to quality. Wanted.

HORSES.—American, \$120 @ \$180 per head.

HOOPS.—Wood. Sales \$36 per 1200 pcs. of 13 and 14 feet. 12 feet unsaleable. Coiled, no late sales. Wanted.

KEROSENE OIL.—Late sales, Tins, ex *E. Star*, at 90 cents; ex *Golden Fleece*, 3-100 per gallon. Wanted.

LARD.—American, New York, ex *Golden Fleece*, at 19 5-16 cents.

LUMBER.—W. Pine, ex *Vivid*, \$21.77; ex *Beatrice*, \$22.06 per M.—Wanted. Pitch Pine, ex *H. Beals*, on p. t., delivered at Trinidad.

MACKEREL.—Sales at \$9.50 @ \$9.75. Wanted.

MATCHES.—Ex *Golden Fleece*, at \$8.60 per case of 10 gr. bond. Wanted.

MULES.—Recent arrivals of American sold at \$130, in bond, for export. Buenos Ayres, ex *Lorraine*, on p. terms supposed to be \$91 per head.

OIL MEAL.—Ex *J. Boynton*, \$19.78 per 750 lbs. Wanted.

OATS.—Four bushel sacks, Irish, none in market.—Wanted. Black do, sales at \$3.68 @ \$4.17 per 160 lbs.

ONIONS.—Sales at \$3.24 per 100 lbs.

PEAS.—In bags of 2 bushels B. E. Peas, ex *Milwaukee*, \$2 per bag. Canada, no late sales. Split do, ex *Milwaukee*, \$6.02 per brl. All descriptions dull.

PORK.—Mess, ex *Gaston*, \$24.50; ex *Milwaukee*, \$24.37½ per brl.

PORTER.—Hhds., Lane's inferior at \$13 per hhd. of 64 gallons.

POTATOES.—Nominal.

RICE.—Sales White Table at \$3.65. Yellow held at \$3.12½ per 100 lbs

SALMON.—No late sales. Wanted.

SHINGLES.—Cedar, 18-inch, ex *H. Gilbert*, \$3.12½; large 22-inch at \$5 @ \$6 per M. as to quality. White Pine, \$2.76. Cypress, no late arrivals. Wallaba, no late sales.

SOAP.—White disliked. Pecc'h's Black is now imported by the dealers.

STAVES.—Red Oak, ex *Vivid*, at \$58.50; ex *Wachmute*, \$59.25 per 1,200 pieces. Supply for present wants. Shooks, 2nd hand Sugar hhd., ex *Golden Fleece*, \$1.25. Saleable.

SUGAR.—Refined, Crushed, Liverpool, 10½ cts., London, 10 cts., Dutch, 10 cts. American Crushed, 10¼ cts.

TOBACCO.—Leaf, 11 @ 22 cts. per lb., as to quality. Heavy stock, and nominal. Manufactured: Sales at 20 @ 27 cts. per lb. Supply and dull of sale.

NOTE.—The above are wholesale rates. In filling small orders higher prices have to be paid.

PRODUCE.

SUGAR.—Sales, \$3.50 @ \$3.75 per 100 lbs.

MOLASSES.—SALES, 17 @ 18 cts.

RUM.—Sales, 50 @ 55 cts for consumption.

SUGAR HHDS., with produce, \$5 each.

MOLASSES CASKS, ditto, \$4 each.

ACTUAL CARGOES.

The following are memoranda of cargoes imported at Barbados, showing how they were disposed of:

Per "*Golden Fleece*," from New York, 12th February, 1866.

100 barrels inspected	Mess Pork, sold on private terms.
500 "	extra Flour " <i>Barbados</i> " Mills, \$7.70½ per barrel in bond.
198 "	" " <i>Eagle</i> " Mills, sold on private terms.
168 "	Corn Meal, " <i>Brandywine</i> " \$4.53½, duty paid
200 "	" " <i>Fairfax</i> " 4.52½, "
50 "	Split Peas, \$6.47, duty paid.
30 half barrels	Family Beef, " <i>Halstead & Chamberlain</i> ," \$12.60½, bond.
200 bags	Yellow Corn, 2 bushels each, \$2 45½, duty paid.
50 "	Black Eyed Peas, 2 bus. " 2 72½ "
50 "	Canada Peas, " " 2 80½ "

- 50 bags Navy Bread, "Goodwin's." 2 bushels each, \$4 63 $\frac{1}{4}$, duty paid.
 150 tins Lard, private terms.
 150 boxes Cheese, \$18.08 $\frac{1}{8}$, bond per 100 lbs.
 150 barrels Crackers, \$4.70 $\frac{1}{4}$, duty paid.

Per "Henry Trowbridge," from New York, 12th February, 1866.

- 100 barrels Pork, private terms.
 198 " Flour, "Barbados" Mills, \$7 72 $\frac{1}{2}$, bond.
 265 " Meal, "Brandywine," 4 53 $\frac{1}{4}$, duty paid.
 150 " Crackers, "Treadwell's," 4 76 $\frac{1}{4}$, "
 50 " Split Peas, \$6.47 $\frac{1}{4}$, duty paid.
 148 bags B. E. Peas, 2.72 $\frac{1}{4}$, "
 100 " Bread, 4.63 $\frac{1}{4}$, "
 150 tins Lard, p. t.
 40 bags Corn, 2.49 $\frac{1}{4}$, "
 30 half barrels Beef, H. & C., \$12.60 $\frac{1}{4}$, in bond.

Per "Scotland," from New York, 10th February, 1866.

- 609 barrels Flour, (brand not given,) \$8.67 $\frac{1}{2}$, duty paid.
 100 " Corn meal, "Brandywine," 4.50 "
 400 bags Corn, \$2.25, duty paid.
 30 half barrels Beef, H. & C., on private terms.
 140 cases Kerosene Oil, 95 cts per gallon, com. measure.
 40 boxes Cheese, \$19.50 per 100 lbs., in bond.
 77 bags Bread, 112 lbs. each, "Treadwell," \$4.59, duty paid.
 25 barrels Crackers, " 4.84, "
 300 boxes Tallow Candles, 10 lbs. each, 20.12 $\frac{1}{8}$
 500 second-hand Sugar hhds, (sugar shooks,) \$1.15 offered and refused, held for
 \$1.20 per bundle.

Per "Maude," from Philadelphia, 6th February, 1866.

- 592 barrels Flour, (inferior), \$8.25 and \$8.50, duty paid.
 58 " Corn meal, "Brandywine," \$1.45, duty paid.
 509 bags Yellow Corn, \$2.50 $\frac{1}{2}$, duty paid.
 25 " B. E. Peas, 2.55 "
 58 barrels Bread, 4.99 per 112 lbs., duty paid.
 15 bags " 4.86 " "
 423 tins and kegs Lard, 0.16 $\frac{1}{2}$ per lb., "
 50 puncheons Oil-meal, 750 lbs. each, \$19.55 per puncheon, duty paid.
 400 Sugar hhds., second-hand shooks, \$1.31 per bundle, duty paid.
 5 hhds. Delbert's Porter, \$13.37 per hhd., duty paid.
 Tallow Candles, 17 cts and 18 cts per lb., duty paid as to size 12's, 16's, 18's and
 • 20's to the lb.

Per "Six Sisters," from Boston, 12th February, 1866.

- 200 barrels clear mess Pork, \$26.79 $\frac{1}{4}$ per 200 lbs., duty paid.
 265 " Flour (common), \$9 to \$8.24, "
 25 " Corn-meal, "Brandywine," \$4.50, "
 252 boxes Candles, \$19.80 per 100 lbs., "
 48 erls. No. 3, large Mackerel, \$8.85 per brl., "
 4 " Salmon, \$16.26, " "
 8 drums Haddock, \$4.25 per qtal. 112 lbs., "

Cargo per "President," from Yarmouth, N. S., 13th February, 1866.

- 57 casks Cod-fish, 4 qtls., each.
 36 boxes " 100 lbs., each.
 98 " " 50 "
 13 " " 25 "

32 casks Haddock.
 150 barrels Alewives, No. 1.
 150 " Round Herrings, (split preferred).
 19 M. No. 1, R. O. staves.
 20 M. feet Spruce Lumber.

The above cargo was not sold, another market having offered better inducement.

ACCOUNT SALES.

PRO FORMA Account Sales of a Cargo of Lumber received Ex Master, from
 sold by order and on account of

SOLD TO SUNDRIES AT 3 MONTHS.

	\$	cts.	\$	cts.
180 M. feet W. P. Lumber gross			3,762	00
less 5 per cent—171 M. feet.....	@	\$22 00		
7,160 feet refuse.....	"	15 00	128	88
				3,890 88
CHARGES.				
To paid duty on 187,160 feet @ 50 cts. 7/8 M.....			93	58
25 per cent additional.....			23	40
" Portorage, &c.....			3	00
" Bank discount @ 1/4 per cent.....			58	36
To our Commission, Guarantee, &c., @ 5 per cent.....			194	54
				372 88
				3,518 00
			Net Proceeds.....	
\$3,518 00 or £732 18s. 4d. stg.				

Barbados, 12th February, 1866.

E. & O. E.

ACCOUNT Sales of a Cargo of Red Oak Staves received Ex Master, from
 sold by order and on account of

SOLD TO SUNDRIES AT 3 MONTHS.

M. H. C.		\$	cts.	\$	cts.
3 9 20 Red Oak Staves @ \$75.....			296	25	
22 9 20 " " 70.....			1,606	50	
31 " " 60.....			1,866	00	
7 5 20 " " 55.....			415	25	
5 6 " " 52.....			291	20	
2 " " 50.....			100	00	
5 20 " " 25.....			19	25	
4 15 Rotten.					
74 15					4,588 45
CHARGES.					
To paid duty @ 50 cts. 7/8 M.....			37	00	
25 per cent. additional.....			9	26	
" Portorage, &c.....			25	90	
" Bank discount.....			68	82	
To our common Guarantee, &c., @ 5 per cent.....			229	40	
					370 38
					4,218 07
			Net Proceeds.....		
\$4,218 07 or £878 15s. 3/4d. stg.					

Barbados, 12th February, 1866.

E. & O. E.

PRO FORMA Account Sales of a Cargo of Breadstuffs, &c., 1866.

SOLD IN SUNDRIES AT 2 & 3 MONTHS.

		\$	cts.
February.	To 390 barrels Flour, "(allia" & "Favorita,"	@	\$ 9 00
"	" 270 " " "Richmond," &c.,	"	7 28
"	" 112 " " "Superfine,"	"	7 75
"	" 50 " " "(allia," (uninspected)	"	8 20
"	" 290 barrels Corn Meal,	"	4 18½
"	" 50 " "Brown Bread, 3,850 lbs. @ \$4 25½ @ 112 lbs.	"	2 41
	190 bags Corn, 2 bushels each,	"	19 00
	30 puns Oatmeal, 750 lbs. each,	"	73 86
	25 bbls. Kerosene Oil, 1,016 gallons,	"	1 30
	69 Molasses Shooks,		89 70
\$22.290.50.190.30.25.69			10,002 69
Charges.			
To be paid duty	322 barrels Flour @ 84 cts. & 25 per cent. additional.....	\$	863 10
"	290 " "Corn Meal @ 24 cts. & 25 per cent. "	"	87 00
"	3,850 lbs. Bread @ 10 cts. & 25 per cent. "	"	4 82
"	22,500 " "Oil Meal @ 8 cts. & 25 per cent. "	"	23 50
"	330 bushels Corn @ 50 cts. & 50 per cent. "	"	23 75
"	25 barrels Kerosene Oil value.....	}	22 50
"	\$600 @ 3 per cent. & 25 per ct. additional.....	}	1 30
"	2,070 pieces Shooks @ 60 cts. per 1,200 pieces & 25 per cent. additional.....	}	4 00
To paid ganging	25 brls Oil, @ 16 cts.....		60 00
"	Storage, Portorage, &c.....		48 20
"	Bank Discount, on \$4,820 00 @ 1 per cent. additional.....		77 76
"	" " 5,183 69 @ 1½ per cent. "		500 20
"	our Commission on Sales, Guarantee, &c., &c., 5 per cent. additional.		1,715 13
Net Proceeds.....			\$8,288 56
\$8,288 56 or £1,726 15s. 8d. stg.			

Barbados, 13th February, 1866.

E. & O. E.

PRO FORMA Invoice of a Cargo of Molasses and Sugar.

PURCHASED OF SUNDRIES.		\$	cts.	\$	cts.
155 Molasses puncheons @ \$4.....		620	00		
Containing 17,407 gallons @ 18 cts.....		3,133	26		
15 Seasoned puncheons sent off to commence		60	00		
4 Molasses hhd. @ \$2½.....		10	00		
7 " " brls. " 1½.....		8	75		
		3,832	01		
Less 20 puncheons returned empty @ \$2.....		40	00		
				3,792	01
2 Sugar hhd. @ \$5.....		10	00		
Containing 3,630 lbs. Sugar @ \$3 35 per cent.....		123	28		
				133	28
CHARGES.				3,925	29
To paid Portorage, Storage and Cartage.....		23	62		
To our Commission of per cent. on \$3,965 29.....		198	28		
				221	88
\$4,147 17 or £863 19s. 10½d. stg.				4,147	17

Barbados, 13th February, 1866.

E. & O. E.

PRO FORMA Invoice of a Cargo of Sugar.

PURCHASED OF SUNDRIES.		\$	cts.	\$	cts.
AA 60	28 ⁶⁰ hhd.,	@ \$5 00	300	00	
E	Containing 1,106 lbs. Sugar, net,	" 3 30	3,690	11	
TL 55	170 ²⁵ hhd.,	" 5 00	125	00	
SH	Containing 53,073 lbs. Sugar, net,	" 3 30	1,751	41	
TL 39	63 ²⁵ hhd.,	" 5 00	125	00	
T	Containing 47,653 lbs. Sugar, net,	" 3 30	1,572	62	
TH 1	10 ¹⁰ tierces,	" 3 00	30	00	
	Containing 10,170 lbs. Sugar, net,	" 3 30	335	61	
TH 8	8 barrels,	" 0 20	1	60	
	Containing 1,769 lbs. Sugar, net,	" 3 30	53	38	
No Mark,	160 Molasses puncheons,	" 4 00	640	00	7,997 72
	Containing 17,202 gallons Molasses,	" 0 15	2,580	30	
	10 Seasoned puncheons,	.....	40	00	
	12 Molasses hogsheds,	@ 2 50	30	00	
	16 " barrels,	" 1 50	24	00	
			3,314	30	
	Less 31 puncheons returned empty,	@ 2 00	62	00	3,252 36
					11,250 03
CHARGES.					
	To paid Storage, Portorage and Cartage		31	55	
	" Lighterage on 160 puncheons Molasses, @ 16 cents.....		25	60	
	" " 10 tierces Sugar, " 18 "		1	80	
	" " 8 barrels " " 4 "		0	32	
	" " 16 puncheons, " 10 "		1	60	
	" " from Out Ports				
	" " on 60 hhd. Sugar, @ 75 cents.....		45	00	
	" " 50 " " \$1		50	00	
	" " Cooperage of Molasses on board.....		26	00	
	" " for Materials for coopering on board.....		17	09	
	" " Carriage hire to Out Ports, weighing Sugar.....		4	00	
	To paid Clerk hire receiving Sugars at Out Ports.....		6	00	785 01
	To our Commission on \$11,520 99 at 5 per cent.....		576	05	
					12,035 04
	\$12,035 04 or £2,507 6s. stg.				

Barbados, 13th February, 1866.

E. & O. E.

ST. VINCENT, GRENADA, TOBAGO, ST. LUCIA.

The Governments of these islands are administered by Lieut. Governors, who report through the Governor General of Barbados.

ST. VINCENT.

The area of St. Vincent is about 85,000 acres, with a population of 31,755, of whom 22,855 are black, 6,553 colored, and 2,347 whites.

Its public debt is £1,400 stg. or about \$7,000. Its revenue, expenditure, imports and exports for 1862-3-4, were as under:

—	Value of Imports.	Value of Exports.	Revenue.	Expenditure.
	\$	\$	\$	\$
1862	701,445	716,615	118,925	115,930
1863	542,445	711,685	96,940	104,435
1864	506,330	782,065	101,800	98,905

IMPORTS AND EXPORTS.

The following tables give details of the value and quantity of articles of import and export, in 1864, and of the countries with which the business of the Island is carried on:—

Exports, 1864, St. Vincent.

Articles Exported.	Countries whither Exported.	Quantities.		Value.	Articles Exported.	Countries whither Exported.	Quantities.		Value.
							Hhds.	Puns.		£ s. d.
Arrowroot	Great Britain	Brls.	£. s. d.	21480 0 0	D. W. Indies	Hhds.	Puns.	7090 0 0	
		5549				14			
	B. W. Indies.	516 (½ brls.)				99			
		Tins.				34			
United States	7461		487						
Newf'dland....	1	10	411						
Cotton.....	Great Britain	Bales.	667 0 0	Rum.....	Great Britain	Puns.	Hhds.	10104 0 0	
		96					927		183
B. W. Indies.	3		148	11					
Cocoa	B. W. Indies.	Brls.	130 0 0	America ...	Newf'dland....	2	0	3	
		69					30		0
United States	12		73	3					
Hides.....	B. W. Indies	No.	30 0 0	F. W. Indies	E. W. Indies	1	0	3	
		84					1		0
F. W. Indies	69		Sugar.....	Great Britain	Hs.	Ts.	Bs.	114327 0 0	
Molasses...	Great Britain	Puns.	365	B. W. Indies	United States	7917	112		306
		7				14	115		3	30
B. W. Indies	Hhds.	Puns.	8	0	0	1	0		23
				British North America.....					

Imports, 1864, St. Vincent.

Articles imported.	Countries whence imported.	Quantities.	Valuo.	Articles imported.	Countries whence imported.	Quantities.	Valuo.
Ale and Porter.....	Great Britain B. W. Indies	Hds. B. D. 249 11 92	£ s. d. 1088 18 2	Horses.....	Great Britain B. W. Indies D. W. Indies	Number. 1 42 22	£ s. d. 40 0 0 654 9 8 220 0 0
Bread and Biscuit.....	Great Britain B. W. Indies United States	Cwt. Q. Lbs. 3 0 14 333 0 2 198 2 9	£ s. d. 2 8 5 473 17 11 183 2 11	Ice.....	B. N. Indies	.....	156 13 6
Butter.....	Great Britain B. W. Indies F. W. Indies	270 0 18 294 1 25 65 2 10	1078 0 11 1460 4 3 307 12 1	Lumber, Pitch Pine..	B. W. Indies G. Britain..	Feet. 3697 5810	34 3 8 32 17 10
Bricks.....	Great Britain B. W. Indies	Number. 37000 44390	134 19 0 115 16 3	Lumber, Spruce and W. Pine.....	B. W. Indies B.N. Amer.	39629 950220	195 17 5 2305 6 0
Cedar posts...	B. W. Indies	202	26 8 9	Lard.....	Great Britain B. W. Indies United States	Cwt. B. Lbs. 1 2 14 188 0 5 33 3 12	6 0 0 560 12 10 65 18 4
Cattle.....	B. W. Indies do	37 240	198 16 0 3259 0 0	Oats, peas, grain.....	Great Britain B. W. Indies United States Madeira.....	Bushels. 3920 6214 272 30	640 14 7 1219 15 1 44 15 4 16 10 0
Corn Meal....	B. W. Indies United States	Brls. ½ brls. 1083 25 416 80	1080 0 3 388 1 10	Oil, fish.....	Great Britain	Galls. 155	35 4 10
Cheese.....	Great Britain B. W. Indies United States	Cwt. Q. Lbs. 15 0 1 92 2 4 26 2 6	66 5 9 295 0 4 62 1 0	Oils, all other.....	Great Britain B. W. Indies F. W. Indies United States Spanish Main B. W. Indies	2995 2445 427 374 65 11200	565 17 10 335 18 4 123 17 2 54 0 1 14 0 0 89 12 0
Fish, dried and salted..	Great Britain B. W. Indies F. W. Indies B. N. America Newf'dland....	Quintals. 8 7898 17 1414 495	10 16 3 7134 5 1 13 11 4 1105 15 7 626 18 9	Staves.....	B. N. America B. W. Indies B. N. America United States	36396 1045500 270300 15000 711750	185 0 10 593 8 4 114 2 0 33 0 0 759 14 6
Fish, pickled	B. W. Indies B. N. America United States Newf'dland.... Madeira.....	Brls. 957 249 20 50 103	847 11 0 184 7 10 23 0 0 120 1 4 90 0 0	Shingles, ceder.....	B. N. America B. W. Indies	36396 1045500	185 0 10 593 8 4
Fish, smoked	Great Britain B. W. Indies B. N. America	Cwt. Q. Lbs. 0 1 0 33 0 0 25 2 0	0 5 6 32 18 2 14 8 0	Shingles, Wallaba....	B. N. America United States	270300 15000 711750	114 2 0 33 0 0 759 14 6
Flour.....	B. W. Indies F. W. Indies United States	Brls. ½ brls. 6674 16 100 1890 161	8638 11 9 114 11 8 2297 13 5	Tobacco, leaf.....	B. W. Indies	Cwt. Q. Lbs. 407 3 13	1601 19 10
Hams and Bacon.....	Great Britain B. W. Indies United States	Cwt. Q. Lbs. 65 1 16 117 1 7 25 2 5	303 17 3 406 5 8 63 4 2	Tobacco, manufact'd..	B. W. Indies do F. W. Indies D. W. Indies Great Britain	1 0 8 0 0 9 0 1 7 42 2 22 10 3 26	22 8 0 1 9 2 12 17 1 94 17 1 27 0 2
				Tallow.....	Great Britain	177320	691 11 8
				Wood hoop..	B. W. Indies B.N. America	31940 7710	152 4 2 36 6 3

The countries with which the business of St. Vincent was done in 1865—a later date than the above—were:

	Imports.	Exports.
United Kingdom.....	£53,690	£142,931
British West Indies.....	62,931	6,912
British North America.....	5,321	4,988
Foreign West Indies.....	857	53
Danish West Indies.....	283	
Dutch do.....	25	66
Swedish do.....	8	
Spanish do.....	3,386	
Madeira.....	338	500
United States.....	4,949	363
Callao.....	4,312	
Spanish Main.....	44	600

SHIPPING.

The Vessels entered from British North America were 13, with 1274 tons ; from the United States 3, with 300 tons.

TARIFF.

Duties are levied at St. Vincent both on imports and exports. The tariffs are :—

Duties on Imports.

	£	s.	d.
Ale, Beer, Cider, Porter, or Perry, in wood per ton.....	2	10	0
Ale, Porter, &., per bottle, for every dozen quart bottles.....	0	1	8
Asses, per head.....	0	4	0
Beef and Pork salted or cured, for every 250 lbs. weight thereof.	0	12	6
Bread or Biscuits, per cwt.....	0	1	0
Butter, per cwt.....	0	6	0
Bricks, per thousand.....	0	4	0
Candlcs, Tallow, per cwt.....	0	1	6
Candles, wax and sperm, per cwt.....	0	10	0
Candles, stearine or other composition, per cwt.....	0	5	0
Cattle (neat), per head.....	0	10	0
Cocoa.....	0	2	0
Cheese, per cwt.....	0	4	4
Coffee, per cwt.....	0	2	0
Cordage, per cwt.....	0	1	6
Canvas, per bolt not exceeding 43 yards.....	0	1	0
Currants and Raisins or other dried Fruits, per cwt.....	0	2	0
Flour, Wheat, per barrel of 196 lbs net....	0	4	0
Fish, dried or salted, for every 112 lbs. thereof.....	0	2	0
Pepper, black and white, per cwt.....	0	4	0
Rice, per cwt.....	0	1	0
Sheep, Goats, and Swine, per head.....	0	1	0
Soap, common and yellow, per cwt.....	0	1	0
All other kinds of Soap.....	0	2	0
Sugar unrefined, the produce of any British possession, per cwt...	0	5	0
Sugar, refined, per cwt., manufactured from Sugar or Molasses...	0	10	0
Shooks, red or white oak, per bundle not exceeding 35 staves...	0	0	3
Slates and Tiles of all kinds, per thousand pieces.....	0	4	2
Sago, Tapioca, and Oatmeal, per cwt.....	0	1	0
On all Spirits and Cordials, on every gallon.....	0	4	0
Tobacco, unmanufactured, per lb.....	0	0	0
Tobacco, manufactured, per lb.....	0	1	0
Tea, per lb.....	0	0	3
Tallow, mill and cart Grease per cwt.....	0	1	0
Turpentine, Spirits of, per gallon.....	0	0	2
Vinegar, per barrel of 50 gallons.....	0	2	0
On all Wines, on every £100 value.....	20	0	0
Wood, for every one thousand feet of Pitch Pine Lumber, per superficial measure one inch thick.....	0	7	0
White and Spruce Pine or other lumber, for every one thousand feet superficial measure, one inch thick.....	0	4	0
Shingles, Cedar or Pine, per one thousand pieces.....	0	1	0
Shingles, Cypress, Wallaba, and all other kinds as above enumerated	0	2	0
Wood Hoops, for every 1000 pieces.....	0	1	0
Staves and Headings of all kinds, for every 1000 pieces.....	0	2	0
Mahogany.....	1	0	0
All other kinds of wood not enumerated above, for every one hundred feet superficial measure one inch thick.....	0	15	0
Cedar or other Posts or Timber per every 100 pieces.....	0	5	0

All other description of Goods, Wares, or Merchandise, not above enumerated, five %

cent., except the following, which shall not be liable to any duty under these Acts, viz :—
Coin, Bullion, Diamonds, fresh Fruits and Vegetables, Ice, Printed Books and Paper,
Manures; Military clothing and accoutrements, and all machinery imported to be erected
in this Island, driven by Water, Wind, Steam, Cattle or Horse power :—

	£	s.	d.
Fish, pickled, for every 200 pounds thereof.....	0	2	0
Herrings, Salmon, or other Fish, smoked, for every 112 lbs. thereof.	0	2	0
Hams, Bacon, dried Beef or pickled Tongues, for every 112 lbs. weight thereof.....	0	6	3
Horses, Mares, Geldings per head, not exceeding 12 hands high.	0	10	0
All other Horses.....	1	0	0
Lard, per cwt.....	0	2	0
Lead, sheet or pipe, per cwt.....	0	2	0
Lime, building, per hhd.....	0	0	6
Meal or other Flour not Wheat, per barrel.....	0	1	3
Mules, per head.....	0	10	0
Naval Stores—Tar, Pitch, Crude Turpentine and Rosin, per barrel	0	1	0
Oil, common fish, per gallon.....	0	0	1
All other kinds of oil except common fish.....	0	0	3
Powder (Gun), on every pound weight.....	0	0	0
On every, Musket, Fowling piece, Rifle, Revolver, Pistol or other fire arm.....	1	0	0
Peas, Beans, and all other descriptions of Grain, per bushel, save and except Rice.....	0	0	1

Duties on Exports.

	£	s.	d.
On every Hogshead of Sugar, the produce of this Government, of thirty-eight inch truss and upwards.....	0	2	0
On every Hogshead of Sugar as aforesaid, under thirty-eight inch truss and not less than thirty-four inch truss.....	0	1	9
On every Hogshead or Cask or Sugar under thirty-four inches and exceeding six hundred and seventy-two pounds, gross weight.....	0	1	4
On every Cask of Sugar not exceeding six hundred and seventy- two pounds, gross weight, nor less than three hundred and thirty-six pounds, gross weight.....	0	0	8
On every Cask, Barrel, Half-barrel or Package of Sugar, under three hundred and thirty-six pounds, gross weight.....	0	0	4
On every Puncheon or Cask of Rum, as aforesaid, containing more than fifty-two Imperial gallons.....	0	1	0
On every Puncheon, Cask or Package of Rum or other Spirits, as aforesaid, not exceeding fifty-two Imperial gallons.....	0	0	6
On every Puncheon of Molasses containing ninety gallons or up- wards.....	0	0	9
On every Cask or Package of Molasses containing less than ninety gallons.....	0	0	6
On every two hundred pounds weight of Arrowroot, and so on, in like proportion, for any greater or less quantity.....	0	0	6
On every one hundred and twelve pounds of Cotton as aforesaid, and in like proportion, for any fractional part of a cwt.....	0	0	3
On every one hundred and twelve pounds of Cocoa as aforesaid, and in like proportion, part of a hundred weight.....	0	0	3

GRENADA.

The area of Grenada is 76,538 acres, with a population of 31,900 souls. Its public debt is £7,000 sterling or about \$35,000.

The Island of Curaçoa, with 6,913 acres and a population of 3,071 souls, is attached to the Government of Grenada, and its Trade Returns are included in those of that island.

The Revenue, Expenditure, Imports, and Exports of the two Islands, for 1862, 1863, and 1864, were as follows:

	Value of Imports.	Value of Exports.	Revenue.	Expenditure.
	\$	\$	\$	\$
1862	562,595	439,305	91,985	89,855
1863	450,375	562,385	95,525	98,010
1864	544,940	726,355	100,475	86,175

The following Tables give the particulars of the Import and Export trade of Grenada, in 1864 :—

EXPORTS, 1864.—GRENADA.

Articles Exported.	Countries to which Exported.	Quantities.	Value.	Articles Exported.	Countries to which Exported.	Quantities.	Value.
Arrowroot.	U. Kingdom..	Qrs. 2	£ s. d. 15 0 0	Hides, Ox.	F. W. Indies	Cwt. Qrs. 10	£ s. d. 3 4 0
Cot'n wool	U. Kingdom..	Bales. Bgs. 656	15215 4 0	Molasses...	U. Kingdom..	Tons. 22	107 5 0
	B. W. Indies	101 64	1802 10 0		B. W. Indies	10	44 10 0
Cot'n seed	U. Kingdom..	Bags. 2001	1618 10 6		United States	5	21 0 0
	B. W. Indies	60	40 0 0	Rum.....	U. Kingdom..	51241	3819 0 0
Cocoa	U. Kingdom..	Tons. 329 19 3 0	13614 9 10		United States	354	30 0 0
	France	6 5 0 0	250 0 0		B. W. Indies	18542	626 11 8
	United States	8 7 3 12	155 0 0		F. W. Indies	844	79 17 6
	B. W. Indies	86 8 3 17	2979 4 4		S. W. Indies	2302	161 10 0
	F. W. Indies	42 1 0 3	1719 16 8		Dutch W. Indies	52156	4257 0 0
Coffee	U. Kingdom..	Cwt. Qrs. 8 3	18 10 0	Sugar, M'o.	U. Kingdom..	Tons. 4492 15 0 15	99473 10 0
Hides, Ox.	U. Kingdom..	141	43 6 0		B. W. Indies	69 13 0 19	1106 5 8
	B. W. Indies	248	37 0 0		United States	1 11 1 0	28 0 0
	United States	79	12 10 0		S. W. Indies	1 15 2 24	25 0 0

IMPORTS, 1864.—GRENADA.

Articles Imported.	Countries whence Imported.	Quantities.	Value.	Articles Imported.	Countries whence Imported.	Quantities.	Value.
Bread	U. Kingdom..	Cwt. Q. Lbs.	£ s. d.	Lard	B. W. Indies	Cwt. Q. Lbs.	£ s. d.
	B. W. Indies	9 0 24	55 11 3		United States	223 3 22	1070 0 2
	U. Kingdom..	4 0 12				66 3 23	
Butter ...	B. W. Indies	26 0 20	3315 8 10	Linens & Cottons, Silk, &c.	U. Kingdom..		34216 3 7
	United States	441 1 18			B.N. America		17 16 4
		148 2 22		Malt Liq'r in wood.	U. Kingdom..	Hhds.	
Bricks	U. Kingdom..	No. 53800	174 8 10		B. W. Indies	75 1/4	458 2 3
				Malt Liq'r in bottle.	U. Kingdom..	38	
Cedarposts	B. W. Indies	Feet. 250	5 13 0		B. W. Indies	Doz. 2787	1340 16 8
	B. Guiana....	250		Matches....	B. W. Indies	8034	
Cedar boards...	B. W. Indies	374	7 4 8		United States	Gross. 12	303 6 8
Coals.....	U. Kingdom..	Tons. 381	471 3 4	Meats, salted ...	U. Kingdom..	Brls. 30	5982 2 6
	B. W. Indies	18			B. W. Indies	381	
Cattle, horned...	U. Kingdom..	No. 5	545 6 0	Oats and Peas	United States	698	
	B. W. Indies	1			U. Kingdom..	Bushels. 2302	937 11 0
	Venezuela....	67			B. W. Indies	2448	
Corn Meal.	B. W. Indies	Brls. 341 1/2	469 5 6		United States	150	
	United States	129			Venezuela	26	
Cheese... ..	U. Kingdom..	Cwt. Q. Lbs. 26 3 22	441 4 7	Oils.....	U. Kingdom..	Gals. 2030	606 3 8
	B. W. Indies	71 2 5			B. W. Indies	1852	
	United States	28 0 24			Venezuela.....	236	
Earthen-ware	E. W. Indies		13445 12 11	Oils, Olive	U. Kingdom..	144	640 17 0
Fish, dried	U. Kingdom..	34 1 24	8226 5 9		B. W. Indies	1211	
	B. W. Indies	9419 2 2			E. W. Indies	357	
	B.N. America	31 2 26			S. W. Indies	163	
	Venezuela....	725 6 12		Onions	B. W. Indies	Cwt. Q. Lbs. 270 2 27	243 16 9
Fish, pickled	U. Kingdom..	3 brls.	628 10 6		United States	34 0 0	
	B. W. Indies	Brls. Lbs. 423 170		Potatoes...	U. Kingdom..	225 1 0	174 12 0
	United States	69	23 3 3		B. W. Indies	189 1 4	
	B.N. America	40			United States	172 1 8	
	B. W. Indies	120 137		Staves.....	B. W. Indies	No. 5,500	234 19 2
	U. Kingdom..	194			United States	11,000	
Fish, smoked..	B. W. Indies	Cwt. Q. Lbs. 43 1 2	58 12 6		B.N. America	12,339	
	United States	32 0 16		Shingles }	B.N. America	59,300	319 14 2
	B.N. America	2 0 26		Cedar & W. Pine. }	United States	135,000	
Flour.....	B. W. Indies	Brls. 6920	12821 18 8		B. W. Indies	226,700	
	United States	1328		Soap	U. Kingdom..	Cwt. Q. Lbs. 1320 0 0	2269 16 10
		1548			B. W. Indies	390 0 6	
Hams and Bacon ...	U. Kingdom..	Cwt. Q. Lbs. 104 2 18	947 14 10	Tobacco, } manuf. }	U. Kingdom..	1 2 26	26 5 4
	B. W. Indies	119 3 23			B. W. Indies	1 2 5	
	United States	9 6 10		Tobacco, } unmanu. }	U. Kingdom..	113 3 6	2124 14 8
Horses ..	U. Kingdom..	No. 7	460 0 0		B. W. Indies	202 3 17	
	B. W. Indies	5			D. W. Indies	1 22	
Lumber, } Spruce & W. Pine. }	U. Kingdom..	Feet. 20632	4229 8 2	Tobacco, } Cigars. }	United States	109 0 22	64 2 7
	B. W. Indies	38979			U. Kingdom..	7,000	
	United States	317870		Tallow	B. W. Indies	17,600	
	B.N. America	714752			D. W. Indies	5,200	
						Cwt. Q. Lbs. 22 1 17	54 11 5

The following table shews the direction of the trade in 1865 :

	Imports.	Exports.
United Kingdom	£ 65,832	£ 140,370
British North America.....	3,521	
United States	11,307	936
West India Islands.....	40,649	11,615

IMPORT DUTIES, 1866.

	£	s.	d.
Almonds, shelled, per 100 lbs	0	4	0
Do unshelled, per 100 lbs.....	0	2	0
Arrowroot, "	0	4	0
Bread or biscuit "	0	1	0
Do fancy or sweet, per 100 lbs.....	0	2	0
Butter, "	0	8	0
Bricks, per 100.....	0	5	0
Candles, tallow, per 100 lbs.....	0	5	0
Do. wax, sperm, or composition, per 100 lbs.....	0	8	0
Cocoa, per 100 lbs.....	0	3	0
Coffee, "	0	6	0
Cheese, "	0	6	0
Coals, per ton	0	2	0
Cattle, viz :—			
Asses, per head	0	6	0
Goats, "	0	1	0
Kids, "	0	0	6
Bulls, Oxen, Cows, per head.....	0	12	0
Calves, per head.....	0	6	0
Horses, Mares, and Geldings, per head.....	1	5	0
Colts, Foals, Mules, per head.....	0	12	6
Sheep, per head.....	0	2	0
Lambs, "	0	1	0
Swine and Hogs, per head.....	0	2	0
Flour, wheaten, per barrel	0	4	0
Do. other descriptions.....	0	2	0
Fish, dried, salted, or smoked, per 100 lbs.....	0	1	0
Salmon, pickled, per barrel.....	0	4	0
Do pickled or preserved in vinegar, per barrel.....	0	8	4
Mackerel and Herrings, per barrel.....	0	2	0
Fruit, dried or preserved, per 100 lbs.....	0	8	0
Gunpowder, (not being prohibited by Act) :—			
Coarse, for blasting, per 100 lbs.....	0	4	0
Other descriptions, "	0	6	0
Grain, viz :—			
Barley, per 100 lbs.....	0	1	0
Beans, Peas, Oats, Calavances, per bushel.....	0	0	3
Maize or Indian Corn, per bushel	0	0	3
Indigo, per 100 lbs.....	0	15	0
Lard, per 100 lbs.....	0	4	0
Macaroni and Vermicelli, per 100 lbs.....	0	4	0
Lime, building or slaked, per barrel.....	0	0	1

	£	s.	d.
Meat, salted, cured, or pickled, viz :—			
Beef and Pork, per barrel.....	0	8	0
Bacon, Hams, Tongues, and Dried Beef, per 100 lbs.....	0	5	0
Sausages, per 100 lbs.....	0	10	0
Meal, Corn, per barrel.....	0	2	0
Do Oil, per 100 lbs.....	0	1	0
Do Oat, per barrel.....	0	2	0
Malt Liquor, Cider, and Perry, in casks not exceeding 64 gallons.....	0	6	0
do in bottles, per doz. quarts.....	0	0	3
Matches, Lucifer, per gross.....	0	0	3
Molasses, per gallon.....	0	0	1
Oils, viz :—			
Olive, per gallon.....	0	0	8
Cocoonut, sperm, lard, fish, castor, and other descriptions.....	0	0	3
Pepper, black and white, 100 lbs.....	0	2	0
Rice.....	0	2	0
Soap.....	0	2	0
Sugar, refined.....	0	12	0
Do Muscovado.....	0	8	0
Spirits, viz :—			
Brandy, Whiskey, Cordials and Liquors, per gallon.....	0	3	0
Gin.....	0	1	6
Rum and Bay Rum.....	0	2	0
Slates, covering, per 1000.....	0	6	0
Tiles, covering, ".....	0	6	0
Do paving, ".....	0	6	0
Tea, per lb.....	0	0	4
Tobacco, unmanufactured, 100 lbs.....	0	12	6
Do manufactured (except Snuff and Cigars).....	0	15	0
Long Cigars, per 1000.....	0	5	0
Other Cigars.....	0	10	0
Snuff, per 100 lbs.....	0	15	0
Tar, Pitch, and Rosin, per brl.....	0	1	0
Turpentine, crude, ".....	0	2	0
Do Spirits of, per gallon.....	0	0	3
Tallow and Grease, per 100 lbs.....	0	4	0
Varnish, per gallon.....	0	0	3
Wood, viz :—			
P P Lumber..... per 1000 ft.....	0	7	6
White, yellow and spruce ditto... ".....	0	5	0
Other descriptions..... ".....	0	7	6
R O Staves..... ".....	0	5	0
W O do. and heading..... ".....	0	7	6
Shooks and Packs for Puncheons, each.....	0	6	0
Do do for Hhds ".....	0	6	0
Empty Puncheons..... ".....	0	1	0
Shingles, Cypress and Wallaba, per 1000.....	0	4	0
Other descriptions, ".....	0	2	0
Cedar Boards, per 1000 feet.....	0	7	6
Do Posts, per 1000 feet.....	0	7	6
Hardwood, per 1000 feet.....	0	7	6
Mahogany, Rose, and other Woods for cabinet makers' use, per 1000 feet.	0	7	6
Other descriptions.....	0	7	6
Wines, in wood, viz :—			
French wines (except Bordeaux, Vin-de-Côte, and Muscat), per gallon.....	0	0	6
Teneriffe, Canary, dry and sweet Malaga, Fayal and Sicilian Wines, and Muscat, per gallon.....	0	0	4
Vin-de-Côte, per gallon.....	0	0	2

<i>Warehouse Rents—</i>	£	s.	d.
Bread, per barrel or bag.....	0	0	1
Butter, per firkin.....	0	0	1
Cider, Perry, Malt, hhd.....	0	0	4
" " barrel.....	0	0	2
" " dozen.....	0	0	1
Candles, per 100 lbs.....	0	0	1
Cheese, ".....	0	0	1
Coffee and Cocoa, per 100 lbs.....	0	0	1
Corn or Grain, per bushel.....	0	0	1
Cod, Haddock, Scale or Dry Fish, per quintal.....	0	0	1
Fish, pickled, per barrel.....	0	0	2
Flour or Meal, ".....	0	0	2
Lard, per firkin.....	0	0	1
Meat, salted, per 100 lbs.....	0	0	1
Rice, ".....	0	0	1
Rum and other Spirits, punchcon.....	0	1	0
Do " hhd.....	0	0	6
Soap, 100 lbs.....	0	0	1
Tea, ".....	0	0	4
Tobacco (leaf) and Snuff, 100 lbs.....	0	0	4
Cigars, 1,000.....	0	0	1
Wine in wood, hhd.....	0	0	6
Do in bottle, doz.....	0	0	1
Sugar, refined, crushed, or Muscovado, 100 lbs.....	0	0	1
Spirits, in bottle, per doz.....	0	0	1

CONSUMPTION DUTY ON RUM.

For every gallon Rum, pf.....	0	1	2
And 1d. additional for every degree stronger.			

TOBAGO.

Tobago contains 62,080 acres and a population of 15,410 souls. The public debt is £8,900 stg., or about \$19,500.

The Revenue, Expenditure, Imports, and Exports, for 1862-3 and 4, were as follows:—

	Value of Imports.	Value of Exports.	Revenue.	Expenditure.
	\$	\$	\$	\$
1862.....	276,875	376,740	49,395	49,955
1863.....	234,345	244,805	41,460	46,075
1864.....	238,910	321,430	43,100	41,140

IMPORTS AND EXPORTS.

Annexed are Commercial Tables relating to the Imports and Exports of the Island of Tobago.

IMPORTS, 1864.—TOBAGO.

Articles Imported.	Countries whence Imported.	Quantities.	Value.	Articles Imported.	Countries whence Imported.	Quantities.	Value.
Ale and Porter	Great Britain B. W. Indies	Hhds. Doz. 47 104 19 299	£ 636	Lard	Great Britain. B. W. Indies..	Lbs. 1184 7240	£ 240
Bread and Biscuit	Great Britain B. W. Indies	Brls. 311½ 103		332	Linens and Cottons	Great Britain. Great Britain.		Pkgs. 138 464	10738
Butter	Great Britain B. W. Indies	Lbs. 3068 14717	827		Meats, salted	Great Britain. B. W. Indies..	Brls. 28 1014	3839
Bricks.....	Great Britain B. W. Indies	No. 50450 2550		191	Matches.....	B. W. Indies..	Gross. 615		109
Coals	Great Britain B. W. Indies	Hhds. 564 1½	418		Oats.....	Great Britain.	Bushels. 3751	713
Corn Meal ...	B. W. Indies	Brls. 358		369	Oils & Spirits of Turp'ne.	Great Britain. B. W. Indies..	Gals. 1287 641½		385
Cheese.....	Great Britain B. W. Indies B.N. America	Lbs. 992 2473 100	122		Onions.....	B. W. Indies..	Bushels. 27	13
Earthenware.	Great Britain B. W. Indies	Pkgs. 33 42		176	Potatoes	B. W. Indies.. B. N. America	125 111		74
Fish, dried ..	Great Britain B. W. Indies B.N. America	Quint. 21 4595 86	4389		Staves.....	B. W. Indies.. B. N. America	3000 5340	61
Fish, pickled	Great Britain B. W. Indies B.N. America	Brls. 4½ 220½ 49½		328	Shingles	B. W. Indies.. B. N. America	314100 61400		315
Furniture	Great Britain B. W. Indies	Pkgs. 2 52	85		Soap	Great Britain. B. W. Indies..	Cwt. Q. Lbs. 348 3 21 316 1 16	935
Flour.....	B. W. Indies	Brls. 3980		5131	Tobacco, manuf.....	Great Britain. B. W. Indies..	Lbs. 330 99		48
Ham and Bacon	Great Britain B. W. Indies	Lbs. 3952 2402	304		Tobacco, unmanuf...	Great Britain.. B. W. Indies..	4310 8035	622
Lumber, W. Pine...	B. W. Indies B.N. America	Sup. feet. 95792 151413		1246	Tallow	Great Britain.. B. W. Indies..	3319 412		88
					Wood hoops.	Great Britain. B. W. Indies..	47295 1460	225

EXPORTS, 1864.—TOBAGO.

Articles Exported.	Countries to which Exported.	Quantities.	Value.	Articles Exported.	Countries to which Exported.	Quantities.	Value.
Hides	B. W. Indies	81	£ 24	Rum	Great Britain.. B. W. Indies.. B.N. America..	Gals. 50384 6950 1436	£ 4318
Molasses.....	Great Britain B. W. Indies B.N. America	Pun. 356 66 2		2099	Sugar	Great Britain.. B. W. Indies.. B.N. America..		Cwt. 45621 5312 40	55695

The Imports from British North America were, £1,041 stg. ; Exports, £161. Impor

from United Kingdom, £17,401; Exports, £56,629. All the rest of the trade was with the neighboring Islands.

TARIFF.

The tariff and other charges on trade and shipping are annexed:—

	£	s.	d.
Almonds, Raisins, Prunes, Currants and other dried fruit, per cwt.....	0	12	0
Asses, each.....	0	5	0
Beef and Pork, per 200 lbs.....	0	6	0
Boat, per foot keel.....	0	2	6
Bran, per bushel.....	0	0	3
Brandy and other spirituous Liquors, per gallon.....	0	3	0
Bread and Biscuit, per barrel.....	0	2	0
Bricks, per 1,000.....	0	3	0
Butter, per lb.....	0	0	1
Candles, tallow, per lb.....	0	0	1
do other kinds, per lb.....	0	0	2
Cattle, neat, each.....	0	10	0
Champagne, per dozen quarts.....	0	9	0
China, Porcelain and Glassware, ten per cent. <i>ad valorem</i> .			
Coals, per hogshead.....	0	1	6
do in bulk, per ton.....	0	2	0
Coffee and Cocoa, ground or unground, per lb.....	0	0	1
Cordials, per dozen quarts.....	0	9	0
Corn and Grain of all kinds, unground, per bushel.....	0	0	3
Fish, dried, salted or smoked, per quintal.....	0	1	0
Fish, pickled, per barrel.....	0	2	0
Flour, wheat, per barrel of 196 lbs.....	0	3	6
do other kinds, and Meal, per barrel.....	0	1	6
Fruit, preserved, 10 per cent. <i>ad valorem</i> .			
Furniture, 10 per cent. <i>ad valorem</i> .			
Gunpowder, 10 per cent. <i>ad valorem</i> .			
Hams, Bacon, dried Beef, dried and pickled Tongues and Sausages, per lb....	0	0	2
Hoops, wood, per 1000.....	0	4	0
do truss, per set.....	0	1	0
Horses, Mares, Geldings, Colts and Foals, each.....	1	0	0
Indigo, 10 per cent. <i>ad valorem</i> .			
Lard, per lb.....	0	0	0½
Lime, building, per bushel.....	0	0	1
Lumber, white, yellow and spruce, per 1000 feet.....	0	8	0
Lumber, pitch pine, per 1000 feet.....	0	10	0
Mahogany and other hardwoods, per cubic foot.....	0	0	3
Malt Liquors, Perry and Cider, per hogshead.....	0	10	0
Malt Liquors, Perry and Cider, in bottle, per dozen quarts.....	0	0	6
Marbles, Squares, and Stones or Flags for paving, 10 per cent. <i>ad valorem</i> .			
Mules, each.....	0	10	0
Muskets, Guns, and other fire-arms, 15 per cent. <i>ad valorem</i> .			
Nuts, Cocoa, per 1000.....	1	0	0
Oils and Spirits of Turpentine, per gallon.....	0	0	4
Oars, per running foot.....	0	0	1
Pepper and other Spices, per lb.....	0	0	3
Pitch, Tar, Turpentine and Rosin, per barrel.....	0	1	0
Rice, per 100 lbs.....	0	2	0
Salt, per bushel.....	0	0	2
Sheep, Goats and Pigs, each.....	0	2	0
Shingles, per 1000.....	0	2	0
Shooks, hogshead and puncheon, each.....	0	0	3

Silk Manufactures, 10 per cent. *ad valorem*.

Slates, per 1000.....	0	6	0
Soap, per cwt.....	0	1	6
Spars, per cubic foot.....	0	0	2
Staves, red oak, per 1000 pieces.....	0	6	0
do white oak and heading, per 1000 pieces.....	0	8	0
Sugar, being the produce of slave countries, per lb.....	0	0	3
Sugar, not being the produce of slave countries, per lb.....	0	0	1
Tea, per lb.....	0	0	4
Tiles, per 1000.....	0	3	0
Tobacco, unmanufactured, per lb.....	0	0	2
do manufactured, per lb.....	0	0	4
do Cigars, 25 per cent. <i>ad valorem</i> .			
Turkeys and Geese, each.....	0	1	0
Vinegar, per gallon.....	0	0	6
Wines, 20 per cent. <i>ad valorem</i> .			
All other articles not enumerated, $7\frac{1}{2}$ per cent. <i>ad valorem</i> .			

ALSO.—An additional duty of 40 per cent. on the above Tariff by an Act passed the 1st June, 1865 (28 Vic. Cap. 8), intituled: "An Act to provide additional Funds in aid of the general Revenue of this Island," to continue in operation until the 1st June, 1867.

Exemptions from duty—Bullion, Coin and Diamonds.

Fresh Meats, Fish, Fruits and Vegetables.

Ice.

Printed Books and Specimens of Natural History.

And all Articles imported under the direction of Government for the use of the Island.

DUTIES ON ARTICLES EXPORTED FROM THE COLONY.

Nil.

OTHER CHARGES, &C.

• **TONNAGE DUES.**—On the clearance of every ship or vessel, departing from this Island, for each and every ton of the registered burthen of such ship or vessel, 1s. 6d.

Provided that no vessel *entering and clearing in ballast*, shall be liable to the said duty.

And provided that small vessels trading amongst the West India Islands and Colonies shall be liable and chargeable with such duty twice in every year, and not oftener.

LIGHT HOUSE DUES.—*Three pence per ton* of each and every vessel.

SAINT LUCIA.

This Island contains 158,620 acres, with a population of 26,674 souls. The public debt is £14,000 sterling or about \$70,000. The Imports, Exports, Revenue and Expenditure for 1862, 1863 and 1864, were as follows:—

	Value of Imports.	Value of Exports.	Revenue.	Expenditure.
	\$	\$	\$	\$
1862.....	468,035	439,960	73,445	79,010
1863.....	347,915	418,555	79,030	90,455
1864.....	451,315	556,915	88,320	89,965

IMPORTS AND EXPORTS.

Annexed are Tables relating to the trade of the Island.

Articles Imported.	Countries whence Imported.	Quantities.	Value.	Articles Imported.	Countries whence Imported.	Quantities.	Value.
Alo & Porter	Great Britain Barbados.....	Gallons. 2012 1751	£ s. d. 282 5 0	Lard.....	Barbados..... United States	Cwt.Qrs.Lbs. 62 1 22 216 2 2	£ s. d. 845 9 5
Bread and Biscuit.....	Barbados..... United States	Cwt.Qrs.Lbs. 11 0 3 18 0 0	52 1 3	Linens, Cottons & Woollens..	Great Britain France..... B. W. Indies F. W. Indies	Pkgs. 410 13 260 50	24886 15 10
Butter.....	Barbados..... United States F. W. Indies	5 3 27 22 1 8 397 0 2	1767 18 6	Oats, Peas and Bran...	Great Britain Barbados..... United States F. W. Indies	Bushels. 284 689 204 331	595 17 0
Bricks and Tiles.....	Great Britain	No. 35000	79 9 6	Oil, Fish.....	Great Britain United States	Gallons. 86 32	23 17 11
Brooms, Buckets & Tubs.....	Great Britain United States	Paek. 1 108	5 10 11 9 7 6	Oil, all other	Great Britain B. W. Indies United States F. W. Indies	795 85 415 7168	2118 4 11
Coals.....	Great Britain	Tons. 94	60 17 2	Oils and B'g Fluids.	Great Britain Barbados..... United States	421 67 1177	117 16 8
Corn-meal....	Barbados.... United States F. W. Indies	82 302 6	593 14 7	Lumber, White Pine	British N. A. Colonies.... United States	Foot. 554028 33000	2723 2 8
Cheese.....	Great Britain Barbados..... United States F. W. Indies	Cwt.Qrs.Lbs. 13 3 22 17 0 26 37 3 17 3 2 0	252 2 0	Meats, salted and cured.	Great Britain B. W. Indies United States	Lbs. 2610 53371 118150	4598 17 9
Earthenware.	Great Britain Barbados..... F. W. Indies	Pkgs. Pcs. 46 28 80 3308	723 9 4	Matches.....	Barbados.....	Pkgs. 109	179 2 6
Fish, salted..	Great Britain British N. A. Colonies.... Barbados..... Grenada..... Trinidad..... United States F. W. Indies	Cwt.Qrs.Lbs. 4 1 10 16 3 24 6850 0 0 100 0 0 3 3 0 32 3 2 31 3 2	7440 16 0	Staves.....	British N. A. Colonies..	11000	82 16 8
Fish, pickled	British N. A. Colonies.... Barbados..... United States	Barrels. 10 421 225	787 9 0	Soap.....	Great Britain Barbados.....	Cwt.Qrs.Lbs. 885 1 24 186 1 10	1421 1 11
Furniture....	Great Britain Barbados..... United States F. W. Indies	Pkgs. 12 3 Pcs. 79 2 80	188 0 11	Tallow.....	Great Britain	Pkgs. 88	59 16 2
Flour.....	Barbados..... United States F. W. Indies	Barrels. 689 4100	8065 12 3	Tobacco, Cigars and Snuff.....	D. W. Indies F. W. Indies	3 72	78 11 7
Horses.....	Great Britain Barbados..... United States F. W. Indies Buenos Ayres.....	No. 2 2	45 0 0	Tobacco, un- manufact'd	Barbados..... United States S. W. Indies	Lbs. 10215 49860 100	3 16 0
				Truss hoops..	Great Britain	Sets. 40	57 11 4
				Wood hoops..	Great Britain Barbados.....	88950 7500 96450	507 4 10

Articles Exported.	Countries to which Exported.	Quantities.	Value.	Articles Exported.	Countries to which Exported.	Quantities.	Value.
		Lbs.	£ s. d.			Gallons.	£ s. d.
Cotton.....	Great Britain	16396	1055 9 0	Molasses.....	British N. A. Colonies ...	59400	1182 0 0
	Barbados	1910	190 0 0		Barbados.....	19100	573 0 0
Cocoa	Great Britain	144258	2403 12 0		United States	17000	570 0 0
	B. W. Indies	60285	1005 5 8	Rum	Great Britain	805	42 0 0
	F. W. Indies	17216	286 18 8		Barbados.....	720	57 0 0
Coffee	Barbados.....				St. Vincent...	470	34 0 0
	F. W. Indies				F. W. Indies	75	11 15 0
Hides	F. W. Indies	No.				Lbs.	
		659	121 12 0	Sugar, Musc.	Great Britain	8080525	95400 0 0
Molasses.....	Great Britain	Gallons.			United States	29500	300 0 0
		51400	1542 0 0				

The export trade was almost exclusively with Great Britain and the neighbouring West India Islands. The same remark applies to the import trade, except that about £18,000 sterling value of goods were imported from the United States.

TARIFFS.

The Commissioners append the Tariff, export duties and other tables of charges on trade.

DUTIES ON IMPORTS.

The following Import Tariff is fixed by an Act of the Colonial Legislature bearing date the 8th September, 1857.

	£	s.	d.
Flour, wheaten, per barrel.....	0	2	0
do meal or other Flour, per barrel	0	0	9
Fish, dry, salted or pickled, per cwt.....	0	1	0
Meat, salted or cured, per 100 lbs.....	0	3	0
Rice, per 100 lbs.....	0	1	0
Sugar, refined, per cent. <i>ad valorem</i>	10	0	0
Rum and other spirits (as settled or may be settled by Tax Ordinance).			
Wines, Cordials and Liquors, per cent. <i>ad valorem</i>	10	0	0
Tobacco, Cigars, Bouts, Snuff, per cent. <i>ad valorem</i>	10	0	0
do other manufactured, per lb.....	0	0	3
do unmanufactured, per lb.....	0	0	2
Wood, Pitch Pine, per 1000 feet.....	0	8	0
do White Pine and others, per 1000 feet.....	0	5	0
Shingles, Wallaba and Cypress, per 1000.....	0	3	0
do Cedar and Chips, per 1000.....	0	1	0
Masts and Spars, per inch in the average diameter.....	0	0	2
All other articles not enumerated, per cent. <i>ad valorem</i>	5	0	0

EXEMPTIONS.

Bullion, coin and diamonds, fresh fish, fresh meat, fruit and vegetables, poultry, hay and straw, ice, mules and oxen, manure, wood hoops and truss hoops, staves and shooks, empty casks, mills, steam engines, stills, sugar pans, furnace bars, ploughs, grubbers and carts, packages in which goods are imported except new trunks; articles for the use of the Governor or Officer administering the Government for the time being (all articles and supplies exempt from duty, shall, if purchased out of bond for the use of the persons having right to import the same, duty free, be taken without payment of duty). Specimens of natural history, seeds and bulbs and roots of flowering plants or shrubs, printed books, military clothing, building materials and building supplies imported, *bona fide* for the use of her Majesty's army and navy, articles of clothing, appointments imported for the use of the militia, wines and other liquors for the use of military and naval messes in this Island, and all articles imported for the public service and uses of this Island.

The import duty on the article Rum is especially reserved in the Ordinance, to be imposed by the annual tax Ordinance. The duty imposed for the year 1866, is as follows:—

	£	s.	d.
Rum, proof 25 and under, per gallon.....	0	3	0
do 24 do do	0	3	1
do 23 do do	0	3	2
do 22 do do	0	3	3
do 21 do do	0	3	4
do 20 do do	0	3	5
do 19 and upwards do	0	4	0

The following additional duties are levied under the Ordinance of 20th July, 1865, "for fixing rates and duties to be raised for the public service of the year 1866, and for appropriating the same."

Flour, wheaten, per barrel	0	1	3
Upon all duties payable on imports generally (wheat flour excepted under the provisions of the said Ordinance of 8th September, 1867.....)	5	per cent.	

Under an ordinance bearing date the 5th May, 1865, "to empower the Governor to borrow a sum of money not exceeding in the whole one thousand pounds to meet the exigencies of the public service, and to provide funds for the repayment of such loan" an *ad valorem* duty of one-half per cent. is imposed on all articles imported into this Colony upon which any duty is payable under the Ordinance of 1857, and also upon the following articles which are exempted by it:—Mules, oxen, manure, wood-hoops, and truss-hoops, staves and shooks, empty casks, mills, steam engines, stills, sugar pans, furnace bars, ploughs, grubbers and carts.

NOTE.—The Ordinance of 1857 is a permanent law. The additional duties levied under the Ordinance of the 20th July, 1865, are only passed for one year, until the 31st December, next, and those under the Ordinance of the 5th May, 1865, only until the loan is paid off; but in no case beyond the 31st January, 1869.

EXPORT DUTIES.

The Export Duties leviable in the Colony are:

	£	s.	d.
Charcoal, per barrel.....	0	2	0
Logwood, per ton.....	0	8	0
Firewood, per cwt.....	0	4	0
Hides, each.....	0	0	6
Coffee, per 100 lbs.....	0	1	0
Cocoa, per 100 lbs.....	0	0	6
Sugar, per 100 lbs.....	0	0	4½
Rum, per puncheon.....	0	3	0
Molasses, per puncheon.....	0	1	6

NOTE.—Of these duties, the following are imposed until the Immigration Loan of £15,000 is paid off, namely, Sugar, 3d per 100 lbs., Rum, 1s. per puncheon, and Molasses, 6d per puncheon. The other rates are permanent.

TONNAGE DUTIES.

The Tonnage Duties leviable at St. Lucia, are:

Every vessel of 50 tons and upwards, either loading or unloading, per ton and per voyage.....	£	s.	d.
Every vessel under 50 tons, per ton payable twice in each year, on first voyage on or after the 1st January, and first voyage on or after the 1st July.....	0	1	8
	0	1	8

EXEMPTIONS FROM THE FOREGOING.

Vessels of 50 tons and upwards loading or unloading part cargo only, if not exceeding three-fourths of the original cargo at the following rates, namely :

Every ship loading or unloading one-fourth, or any smaller proportion of her cargo.....	} One-fourth of the above duties.
Every ship loading or unloading above one-fourth and not exceeding one-half of her cargo.....	
Every ship loading or unloading above one-half and not exceeding three-fourths of her cargo.....		Three-fourths of the above duties.

(Under the Castries Dredge Ordinance, 1865.)

Upon the same vessels as above, additional, per ton..... 0 0 3

(Payable to the Harbour Master.)

Every vessel coming to anchor and entering at the Custom House..... 0 0 2½

(Wharfage dues payable to the Municipal Corporation of Castries.)

Every vessel of 50 tons or upwards, per ton and per voyage..... 0 0 10
 Every vessel under 50 tons, per ton and per voyage..... 0 0 4

EXEMPTIONS FROM THE FOREGOING.

Vessels of 50 tons or upwards, loading or unloading part cargo only, if not exceeding three-fourths of the gross cargo at the following rates:—

Every vessel loading or unloading one-fourth, or any smaller proportion of her cargo.....	} One-fourth of the above duties.
Every vessel loading or unloading above one-fourth and not exceeding one-half of her cargo.....	
Every vessel loading or unloading one-half and not exceeding three-fourths of her cargo.....		Three-fourths of the above duties.

NOTE.—The Tonnage Duty of 1s. 8d. per ton is imposed by the annual Tax Ordinance. The additional Duty under the Castries Dredge Ordinance is leviable for ten years. The Wharfage dues are collected under a permanent Ordinance.



SANTA CRUZ.

This Danish Island contains between 48,000 and 50,000 acres, and has a population of between 23,000 and 24,000 souls. The chief Harbour, Christiansted, is situate on the north side of the Island, and is formed by a Coral Reef. The entrance is narrow and the Harbour only adapted for vessels drawing fifteen or sixteen feet. On the west coast of the Island is a roadstead, where large vessels may anchor close to the shore. During the hurricane months this roadstead cannot be considered safe.

IMPORTS AND EXPORTS.

The Imports into the Island in 1864 amounted to \$890,061. The Exports to \$737,249.

The principal articles of import are flour, corn meal, salt beef and pork, agricultural implements, timber and deals, oil, candles, butter, lard, which are imported almost exclusively from the United States; wines, spirits and manufactured goods.

The Exports consist almost exclusively of sugar, rum and molasses,—which are of a very superior quality.

The quantity of Sugar exported in 1864 was.....		10,722,197	lbs.
do Rum do		233,774	gals.
do Molasses do		336,105	do.

In that year 131 vessels of the aggregate tonnage of 21,471 were entered at the Custom Houses.

TARIFF, PORT CHARGES, &C.

The Duties on Imports into Santa Cruz are light. They are arranged in the four following heads:—

(a) FREE—

Puncheon staves, headings, hoops, agricultural implements, implements used in manufacture of sugar, for distilling rum and for cane mills, mill timber, fire bricks, machinery and parts thereof.

(b) AT A FIXED DUTY—

Flour (wheaten), per cwt.....		\$0	60
Flour do		0	25
Bread, wheaten, do		0	75
Bread of other corn do		0	35
Beef, Hams, Sausages, Tongues, pickled, smoked or dried, per cwt....		1	25
Pork, pickled or smoked, per cwt.....		0	80
Fish, dried or salted do		0	25
Fish, pickled or smoked do		0	40
Butter do		1	50
Cheese do		1	50
Lard do		0	40
Peas, per brl. 180 lbs		0	25
Beans do do		0	25

(c) AT 5 PER CENT *ad valorem*—

Iron, steel, copper, zinc, rolls or plates, sheet iron, rope, tar, pitch, lumber (except that mentioned as free), nails, spikes, tools of every description, anchors and chains, leather, oats, Indian corn, hay, salt, tallow, cart wheel axles, and boxes for cart and sugar waggons, canvass.

(d) AT 12½ PER CENT *ad valorem*.—

All articles not enumerated above. *

* The Government has a fixed scale of valuations on which all the *ad valorem* goods are charged duty.

Nearly all the produce of this Island is secured for the Danish market by a few merchants who supply the planters before it is grown. These merchants monopolize the import trade.

All vessels of twenty tons or upwards are compelled to pay pilotage, but only half when they do not take a pilot.

The port charges on foreign vessels are:

Pilotage, \$1.24 per foot. In addition to pilotage when Pilot is employed there is a charge for mooring and for warping, ships pay \$7.68, brigs \$5.76, schooners \$3.84, and sloops \$1.92,—Vessels sailing in search of a market,—provided they leave within twenty-four hours without breaking bulk, are exempt from these charges.

SANTA CRUZ (DANISH) WEIGHTS AND MEASURES.

1 Ton English equal to.....	2,032	lbs Danish
1 Cwt.....	101 $\frac{6}{10}$	"
1 Puncheon.....	1,500	"
1 Hogshead (Sugar).....	1,500	"
1 Barrel averages from.....	196 to 200	"
100 Gallons, Danish.....	83 $\frac{3}{10}$	Imperial gallons.
1 Ell equal to.....	24 $\frac{3}{8}$	English inches.

ST. THOMAS.

The Island of St. Thomas, although it does not exceed twelve thousand acres in area, and is no longer cultivated to any extent, is a very important possession. It belongs to Denmark, and is governed by a Vice-Governor and Council, subordinate to the Governor of Santa Cruz.

The resident population of the Island is estimated at between 13,000 and 14,000, in addition to a floating population of about 3,000.

TRADE AND FINANCE.

St. Thomas has been virtually a *Free Port* for upwards of a century. The only duty payable upon imports is $1\frac{1}{2}$ per cent. *ad valorem*. The annual imports into the Island vary from \$7,000,000 to 10,000,000. They consist chiefly of Wines, Spirits, Dry Goods, and Hardware for the markets of the neighboring Islands, and Coals for the the supply of Mail and War Steamers. The exports for 1864-5 amounted to \$7,048,672. The following table exhibits the quantities of Coals, Lumber and Fish imported and the countries from which they were brought:—

	From Denmark.	From Britain.	From United States.	From British North America.	From West Indies, &c.
Steam coals (tons).....		69,565	1,382		83
Lumber (feet).....	9,253		570,000	1,084,410	106,819
Shingles.....			3,334,000	664,679	77,000
Fish, dry.....			4,845	2,664	
} Pkgs.					
} Value.			\$12,915	\$9,677	
Fish, wet.....			1,709	504	266
} Bbls.					
} Value.			\$3,765	\$2,019	\$857

Its exports of imported articles are considerable ; those of its own produce, nothing. Its revenue derived from trade was in the year ending March 1865 :—

From import duties.....	\$83,844
“ ship dues.....	32,858
“ harbour fees.....	10,117
“ Registry of vessels and boats.....	300
	\$127,119

About 70,000 dollars more is raised from licenses and other internal sources.

The sum of \$28,000 is annually sent to Denmark, whose Government keeps about a hundred soldiers on the island.

The tonnage dues at St. Thomas are only 45 cents per ton on *cargo landed* from European vessels ; on all others, including vessels from North America, only 19 cents— a distinction probably made to encourage the importation of provisions rather than of the dry goods and liquors brought from Europe.

POSTAL LINES TOUCHING AT ST. THOMAS.

It is, however, not on account of its productions, revenues or trade, that St. Thomas is important, but because it possesses a good harbour, perfectly land-locked, easy of ingress and

gress, and is suited on account of its nearness to Europe—its being a convenient port of call between Europe and Mexico—between North America and the Brazils, Buenos Ayres and other South American countries—and its convenient position with respect to the other West India Islands themselves—to form the central point for the postal system of these regions.

It has accordingly been selected as the rendezvous of the ships of the British Royal Mail Steamship Company, which start from Southampton twice a month, and, on reaching St. Thomas, distribute their mails to subsidiary lines of vessels, of which three diverge from that place, two of them giving off branches at other Islands.

It is also the first port of call on this side of the Atlantic of one of the lines of the West India and Pacific Steamship Company, whose steamers leave Liverpool twice a month for St. Thomas, where they touch on their way to and from Colon (Aspinwall).

The Mexican line of the French *Compagnie Générale Transatlantique*, which runs from St. Nazaire to Vera Cruz twice a month, also makes St. Thomas its first West India port of call.

The United States and Brazil Mail Steamship Company's monthly line also calls there on its way between New York and Para, Pernambuco, Bahia and Rio de Janeiro.

Another line runs from St. Thomas to the Spanish Islands, close at hand.

And finally there is a monthly line from Halifax to St. Thomas *via* Bermuda.

It would seem on this account to be the best place for the West India terminus of the proposed British North American line, as letters once at St. Thomas can be easily distributed to any other West India port. There are conveniences too at St. Thomas for docking, examining and repairing ships. There is a patent slip which can accommodate vessels up to 1,200 tons, and a magnificent floating dock will shortly be completed, which will receive vessels of the largest size. The Royal Mail Steamship Company possesses a very fine pier, and piers and wharves are being constructed for the vessels of the other European companies above enumerated. The Representative of His Danish Majesty, His Excellency Lieut. Governor Rothe, assured the Commission of his disposition to afford the same encouragement to any Mail Steamers from the British North American Provinces, as is given to those already running from European and United States ports. And the managers of the various existing lines expressed their willingness to afford facilities for coaling and despatching the vessels of any such line on liberal terms. It may be well here to remark that in all probability a considerable demand for the coals of Nova Scotia will soon arise at St. Thomas for the supply of the steamships which frequent that port. An order for a sample cargo was obtained from Mr. Cameron, the agent of the R. M. Steamship Company.

To show the extent of the postal system of which St. Thomas is the key, and to afford an idea of the connections which a mail line from British North America would be enabled to make, tables of the various mail routes are subjoined:—

TIME TABLE OF WEST INDIA MAIL SERVICE, FOR THE YEAR 1866.

Approved by Her Majesty's Postmaster General on the 7th of December, 1865.

OUTWARD ROUTE.

Main Line.		Branch No. 1.		Branch No. 1a.		Branch No. 2.		Branch No. 3.	
Southampton to St. Thomas.		St. Thomas to Colon.		St. Thomas to Jamaica.		St. Thomas to Tampico.		St. Thomas to Barbados.	
Leave Southampton	Arrive at St. Thomas.	Leave St. Thomas.	Arrive at Colon.	Leave St. Thomas.	Arrive at Jamaica.	Leave St. Thomas.	Arrive at Tampico.	Leave St. Thomas.	Arrive at Barbados.
6 P.M.	3 A.M.	6 A.M.	7 P.M.	6 A.M.	8 A.M.	Midnight.	11 A.M.	3 P.M.	2 P.M.
Jan. 2	Jan. 17	Jan. 18	Jan. 22	Jan. 18	Jan. 21	Jan. 17	Jan. 28	Jan. 17	Jan. 20
Jan. 17	Feb. 1	Feb. 2	Feb. 7	Feb. 18	Feb. 21	Feb. 17	Feb. 28	Feb. 1	Feb. 4
Feb. 2	Feb. 17	Feb. 18	Feb. 22	Feb. 18	Feb. 21	Feb. 17	Feb. 28	Feb. 17	Feb. 20
Feb. 17	March 4	March 5	March 10	&c.	&c.	&c.	&c.	March 4	March 7
&c.	&c.	&c.	&c.	&c.	&c.	&c.	&c.	&c.	&c.
No. of Voyages.		No. of Voyages.		No. of Voyages.		No. of Voyages.		No. of Voyages.	
1		3		5		5		5	

Note 1.—The Branch Packets, on the Outward Route, may start from St. Thomas, and leave intermediate Ports, earlier than the time fixed, if they are ready to proceed.

Note 2.—When the departure from Southampton takes place on the 3rd instead of the 2nd, and the 18th instead of the 17th of the Month, the dates for Despatch of all the Branch Steamers from St. Thomas and of the corresponding Return Mails from Tobago and Tampico, as well as from Jamaica in the case of the Second Mails of the Month, are laid down in this Table one day later than they would have been under ordinary circumstances, and the dates for Despatch of the corresponding Return Mails from Demerara are laid down 8 hours later than usual, but those of the Return Mails from Colon, Santa Martha, are as customary. In such cases, however, if, owing to the early arrival at St. Thomas of the Packet from Southampton, the Branch Steamers are despatched thence 24 hours, or thereabouts, before the time mentioned in this Table, the departures from Tobago, Tampico, and Jamaica on the Return Voyage are to be one day, or as great a part thereof as possible, earlier than the time herein specified, but those from Colon, Santa Martha, Grey Town and Demerara, are to be as herein stated.

OUTWARD ROUTE.—Continued.

Branch No. 3a.			Branch No. 4.			Branch No. 5a.			Branch No. 5b.		
Barbados to Demerara.			Barbados to Tobago.			Colon to Santa Martha.			Colon to Grey Town.		
No. of Voyages.	Leave Barbados.	Arrive at Demerara.	Leave Barbados.	Arrive at Tobago.	No. of Voyages.	Leave Colon.	Arrive at Santa Martha.	No. of Voyages.	Leave Colon.	Arrive at Grey Town.	
	9 P.M.	5 P.M.	8 P.M.	7 A.M.		2 P.M.	1 P.M.		8 A.M.	2 P.M.	
27	January 20	January 22	January 20	January 23	11	January 26	January 29				
17	February 4	February 6	February 4	February 7		January 26	January 29				
29	February 22	February 22	February 20	February 23	33	February 26	March 1	21	February 10	February 11	
37	March 7	March 9	March 7	March 10		March 23	March 23	42	March 13	March 14	
49	March 20	March 22	March 20	March 23	53	March 23	March 29				

&c., &c., twice a month.

HOMeward ROUTE.

Branch No. 5b.			Branch No. 5a.			Branch No. 4.			Branch No. 3a.		
Grey Town to Colon.			Santa Martha to Colon.			Tobago to Barbados.			Demerara to Barbados.		
No. of Voyages.	Leave Grey Town.	Arrive at Colon.	Leave Santa Martha.	Arrive at Colon.	No. of Voyages.	Leave Tobago.	Arrive at Barbados.	No. of Voyages.	Leave Demerara.	Arrive at Barbados.	
	4 P.M.	8 A.M.	5 P.M.	Midnight.		4 P.M.	2 A.M.		8 A.M.	4 A.M.	
2	January 16	January 18	January 31	February 2	4	January 23	January 26	6	January 24	January 26	
22	February 16	February 18	February 2	February 2	14	February 7	February 10	16	February 8	February 10	
			†	†	24	February 23	February 26	26	February 24	February 26	
42	March 16	March 18	March 2	March 4	34	March 9	March 12	36	March 10	March 21	
			†	†	44	March 24	March 26	46	March 24	March 26	

TIME TABLE OF THE WEST INDIA AND PACIFIC STEAMSHIP COMPANY
(LIMITED).

Route C.

Leave Liverpool	10th
At St. Thomas	29th
Leave "	1st
At Santa Martha	4th
Leave "	5th
At Colon	7th
Leave Colon	15th
At Kingston	18th
Leave "	20th
At Port-au-Prince	21st
Leave "	22nd
At Liverpool	12th

Route D.

Leave Liverpool ..	25th
At St. Thomas ..	14th
Leave " ..	16th
At Santa Martha ..	19th
Leave " ..	20th
At Colon ..	23rd
Leave Colon ..	1st
At Kingston ..	4th
Leave " ..	6th
(Calling at Port-au-Prince, if necessary.)	
At Liverpool ..	27th

TIME TABLE OF THE GENERAL TRANSATLANTIC COMPANY.

French Mail Steam Line.

Line from St. Nazaire to Vera-Cruz, (Mexico,) calling at St. Thomas and Havana.

Connecting line from St. Thomas to Port-de-France, (Martinique,) calling at Point-a-Pitre (Guadeloupe).

Connecting line from St. Thomas to Kingstown, (Jamaica,) calling at Porto-Rico, Cape Haytien and Santiago de Cuba.

Connecting line from Vera Cruz to Matamoras calling at Tampico.

Leaves St. Nazaire the 16th of each month.

GOING.

Leave Saint Nazaire	16th
Arrive at St. Thomas	30th
Leave St. Thomas	1st
Arrive at Havana	5th
Leave Havana	7th
Arrive at Vera-Cruz	10th

RETURNING.

Leave Vera-Cruz	13th
Arrive at Havana	16th
Leave Havana	18th
Arrive at St. Thomas	22nd
Leave St. Thomas	23rd
Arrive at Saint Nazaire	8th

SPANISH STEAMERS BETWEEN ST. THOMAS AND HAVANA.

Steamers leave both St. Thomas and Havana on the 1st and 16th of each month.

GOING.

ROUTE AND TIME TABLE OF ONE OF THEM—(the other is similar).

1st	sail	from	Havana	and	reach	Nuevitas	the	3rd
3rd	"	"	Nuevitas	"	"	Gibara	"	4th
4th	"	"	Gibara	"	"	Baracoa	"	5th
5th	"	"	Baracoa	"	"	Cuba	"	6th
7th	"	"	Cuba	"	"	St. Domingo	"	9th
9th	"	"	St. Domingo	"	"	Mayaguez	"	10th
10th	"	"	Mayaguez	"	"	Aquadilla	"	10th
10th	"	"	Aquadilla	"	"	Porto Rico	"	11th
12th	"	"	Porto Rico	"	"	St. Thomas	"	13th

RETURNING.

16th	sail	from	St. Thomas	and	arrive at	Porto Rico	the	17th
17th	"	"	Porto Rico	"	"	Aquadilla	"	18th
18th	"	"	Aquadilla	"	"	Mayaguez	"	19th
19th	"	"	Mayaguez	"	"	St. Domingo	"	20th
20th	"	"	St. Domingo	"	"	Cuba	"	22nd
22nd	"	"	Cuba	"	"	Baracoa	"	23rd
23rd	"	"	Baracoa	"	"	Gibara	"	24th
24th	"	"	Gibara	"	"	Nuevitas	"	25th
25th	"	"	Nuevitas	"	"	Havana	"	27th

UNITED STATES AND BRAZIL MAIL STEAMSHIP COMPANY'S TIME TABLE.

New York to Rio de Janeiro, stopping at St. Thomas, Para, Pernambuco and Bahia.

			Days of Month.	Hours of the Day.	Stay at Ports.
New York— St. Thomas.....	1,425 miles.	Departure.	22	3 P.M.	12 hours.
		Arrival.	29	3 A.M.	
Para.....	1,615 miles.	Departure.	29	3 P.M.	24 hours.
		Arrival.	7	12 P.M.	
Pernambuco.....	1,080 miles.	Departure.	8	12 P.M.	12 hours.
		Arrival.	15	2 A.M.	
Bahia.....	375 miles.	Departure.	15	2 P.M.	16 hours.
		Arrival.	17	2 A.M.	
Rio de Janeiro.....	725 miles.	Departure.	17	6 P.M.	6 days.
		Arrival.	20	3 P.M.	
	5,220 miles.				
Rio de Janeiro— Bahia.....	725 miles.	Departure.	25	3 P.M.	20 hours.
		Arrival.	29	4 A.M.	
Pernambuco.....	375 miles.	Departure.	29	12 P.M.	14 hours.
		Arrival.	1	8 P.M.	
Para.....	1,080 miles.	Departure.	2	10 A.M.	24 hours.
		Arrival.	6	6 P.M.	
St. Thomas.....	1,615 miles.	Departure.	7	6 P.M.	24 hours.
		Arrival.	14	11 A.M.	
New York.....	1,425 miles.	Departure.	15	11 A.M.	
		Arrival.	21	3 P.M.	
	5,220 miles.				

BRITISH POST OFFICE ARRANGEMENTS.

While at St. Thomas, the Commissioners addressed certain queries to the British Postal Agent there, which he was obliging enough to answer. A copy of the letter to him and his reply is annexed :

ST. THOMAS, 22nd February, 1866.

SIR,—The Commissioners on Trade and Commerce for British North America, in the course of their enquiries, have frequently heard complaints against the existing Postal Arrangements for the transmission of correspondence between British America and the West Indies. Before making suggestions for the improvement of this service, it is desirable that they should ascertain precisely the character of the arrangements complained of. From your position you will be able to give the Commissioners the information they seek, and they do not doubt your readiness to aid them in the objects of their mission. For greater convenience the enclosed questions have been prepared, but you will be good enough to consider them as suggestive merely.

If any points of importance occur to you which the queries do not touch, the Commissioners hope you will not hesitate to mention them.

I have the honor to be, Sir,

Yours very respectfully,

(Signed,)

WM. McDUGALL,
Chairman.

P. VAN VLIENDEN, Esq.,
British Postal Agent, St. Thomas.

QUESTIONS SUBMITTED.

1. What is your office and by whom are you appointed ?
2. Does postal matter originating in the British American Provinces for the British West Indies and sent *via* the U. States Post Office come into your hands, and in what cases ?
3. If postage is prepaid through the United States only, how is it dealt with by you ?
4. If prepaid to its destination in the British West Indies, what are the rates for letters and newspapers ?
5. If addressed to one of the Foreign West India Colonies and prepaid, what are the rates and how is it disposed of ?
6. The same, if prepaid through the United States only ?
7. The same, if prepaid to St. Thomas only ?
8. Is there any difference as to rate of postage on postal matter *via* Halifax or United States, and what ?
9. Any difference in treatment of correspondence *via* Halifax if not prepaid, and what ?
10. What are your relations with the local (Danish) Post Office, and what postal matter must pass through the latter ?
11. What postal matter originating in the British West Indies passes through your hands ?
12. What originating in Foreign Colonies ?
13. When addressed to one of the British North American Colonies (say Canada) and prepaid, what is the rate (on letters and newspapers) and by what route is it sent ?
14. How dealt with if not prepaid ?
15. Be good enough to make any suggestions your experience may enable you to offer for the improvement of the Mail service between British America and the West Indies. It would be especially desirable to know what steps would be requisite to ensure the trans-

mission of letters from British or Foreign West India possessions to British North America, either by the Brazilian lines of steamers *via* New York, or by any new colonial line of postal steamers which may be established to the British North American Provinces.

ST. THOMAS,
22nd February, 1866.

BRITISH PACKET AGENCY,
St Thomas, 23rd February, 1866.

SIR,—In compliance with your letter of 22nd instant, accompanied by a statement of certain questions put by the Commissioners on Trade and Commerce from British North America, relative to the character of the arrangements for transmission of correspondence between British America and the West Indies, I have the honor of transmitting the answers which I have been able to afford and hope they will be satisfactory.

I do not feel competent to furnish any suggestion on the questions contained in the 15th paragraph, but, as stated in my answers, would recommend that the Commissioners address the Surveyor of Post Offices in the West Indies, Charles Bennett, Esquire, who is at present in London, referring the subject to him, and he will no doubt lay it before His Lordship the Postmaster General and furnish a satisfactory reply, or it might be best to address His Lordship the Postmaster General direct, as Mr. Bennett may have left London.

I have the honor to be, Sir,

Your most obedient servant,

P. VAN VLIENDEN.

WM. McDOUGALL, Esq.,
Chairman of the Commission on Trade and
Commerce from British North America.

ANSWERS TO QUESTIONS SUBMITTED BY THE CHAIRMAN OF THE COMMISSIONERS FOR COMMERCE.

1. This Office is the British Packet Agency for receiving and despatching Her Majesty's Mails, conveyed here by Packets subsidized by the British Government. I am appointed as Agent by His Lordship the Postmaster General.

2. Postal matters originating in British North American Provinces for British West India Colonies, are only received at this Agency by means of the Cunard Packet every four weeks, coming direct from Halifax *via* Bermuda, together with correspondence from the United States.

3. Letters received here unpaid, from British North America, for the British West Indies, are forwarded to their destination without delay, the Postage due upon them being charged in the Letter Bill against the Receiving Office.

4. See Table of rates of Postage furnished.

5. See Table of rates of Postage. Paid correspondence for any Foreign Port are despatched to their destination by first opportunity.

6. Letters received here unpaid for Foreign West India Colonies, or any Foreign Port, are sent to the Surveyor's Office, to be detained, taxed, and a notice of the circumstance sent to the address of each letter, in order that the sum due upon it be remitted, to have it forwarded to its destination.

7. Letters must in all cases be prepaid to their destination, otherwise when letters are received at the Agency here, they are duly considered as unpaid, and such letters destined to a Foreign Port, are sent to the Surveyor's Office to be dealt with accordingly.

8. The Postage upon letters from British North America for St. Thomas or British West Indies, is 4d., not exceeding the $\frac{1}{2}$ oz., from the United States, 1s.

9. See answer No. 3.

10. This Agency has no connection whatever with the Local (Danish) Post Office. Correspondence arriving by British or Foreign Vessels, not under contract with the Postmaster General, must pass through the latter Office.

11. All correspondence conveyed by vessels subsidized by her Majesty's Government, pass through the British Packet Agency here.

12. See answer No. 11.

13. See Table of rates of Postage. Correspondence for British America is despatched by the Cunard Packet leaving here for Bermuda.

14. Unpaid correspondence for British North American Provinces is sent as "forward" on Bermuda, the amount of Postage due upon it being charged against that Office.

15. It not being in my power to suggest anything on this subject, it is desirable that the Commissioners communicate with Charles Bennett, Esq., Surveyor of the West Indies General Post Office, London, in order that he may lay the subject before the Postmaster General, and from whom a satisfactory answer will no doubt be received.

It might be necessary, however, to state to him where his answer would find the Commissioners.

ST. THOMAS,

23rd February, 1866.

PORT CHARGES.

The following is the official statement in detail of the Port charges at St. Thomas:—

Vessels loading or discharging from half to the entire cargo, pay per charge in the following proportion per 100 tons register burden, viz:—

An American or British single or double deck vessel.....	\$57 1/2
Vessels loading or discharging from $\frac{1}{4}$ to $\frac{1}{2}$ cargo	37 7/8
Vessels loading or discharging less than $\frac{1}{4}$ of the cargo.....	21 4/8
Vessels arriving and departing in ballast, can lay in Port for any length of time, and are only subject to the following charges per 100 tons register burden, viz :...	4 0/8
And a fixed Port Fee, on every vessel of any nature, in ballast or loaded, viz :	
A Ship or Barque.....	2 7/8
A Brig or Brigantine.....	1 4/8
A Topsail Schooner.....	0 8/8
All other Schooners or Sloops.....	0 5/8

Vessels bringing coals only, and leaving in ballast, pay only one-half of the tonnage dues

JAMAICA.

Jamaica is the largest of the British West India Islands, containing 6,400 square miles. It had a population in 1861 of 441,264, made up of

	Males.	Females.	Total.
White	7,295	6,521	13,816
Colored.....	38,226	42,848	81,074
Black.....	167,277	179,097	346,374
	212,798	228,466	441,264

This shows an increase of population since 1814 (17 years) of only 63,831. The Island possesses a delightful climate. In some places it is mountainous—the Blue Mountain Peak being 7,318 feet above the sea level—and rich in mineral wealth. In other places it has charming valleys and extensive tracts of plain. The finest tropical fruits abound. Coffee, indigo, sugar, can all be raised with ease. With a properly organized system of labor Jamaica ought again to be one of the most prosperous and productive islands in the world.

There are about 300 Estates manufacturing Sugar, and about the same number of distilleries producing Rum.

There are two cotton companies in operation for growing Cotton.

There are four copper companies and one silver and lead company on the island; but none of the mines are now worked.

The Revenue and Expenditure of the Island for 1862, 1863 and 1864, were as follows :

	Revenue.	Expenditure.
1862.....	\$1,455,435	\$1,462,010
1863.....	1,466,770	1,511,430
1864.....	1,392,580	1,078,720

No emigrants have of late years been introduced into the island.

EXPORTS.

The exports of the island are not so large as from its climate, population and favorable position might be expected. We select a few years, from among many, to shew how the products have fallen off:

	Exports of Sugar.	Rum.	Ginger.	Pimento.	Coffee.
	Hhds.	Puns.	lbs.	lbs.	lbs.
1800.....	105,584	38,841	652,320	1,640,880	11,116,474
1820.....	122,922	46,933	617,420	1,666,740	22,127,444
1832.....	98,686	33,685	2,355,560	4,024,800	19,815,010
1833.....	The Emancipation Act passed.				
1838.....	Entire Emancipation was effected.				
1839....	49,213	16,072	1,669,200	3,812,760	8,897,421
1850.....	36,030	15,591	799,276	4,059,825	5,127,255
1862.....	36,759	19,852	841,330	5,536,513	5,601,157
1863.....	33,372	17,374	807,520	4,466,855	8,485,731
1864.....	28,438	13,540	679,951	8,929,870	5,424,184

A Table of the Exports of 1862, 1863 and 1864, in detail, is here appended:—

Exports.	In 1862.	In 1863.	In 1864.
Sugar.....Hhds.	33,077	29,098	25,124
".....Tierces	4,480	4,320	3,872
".....Barrels	5,406	4,752	5,866
Rum.....Pnchs.	10,831	17,258	13,502
".....Hhds.	71	22	12
".....Qr. Csks.	24	21	122
Molasses.....Casks	.....	1	.....
Coffee.....lbs.	5,601,157	8,485,731	5,424,184
Pimento....."	5,536,513	4,466,855	8,929,870
Ginger....."	841,330	7,210	6,071
Arrowroot....."	22,316	12,884	37,204
Logwood.....Tons	30,895	29,984	27,828
Fustic....."	1,190	1,261	3,951
Lancewood Spars.....No.	2,735	1,051	1,811
Mahogany and other Woods....Fect	13,399	1 T. & 21,175 ft.	15 T. 2,000 ft.
Lignum Vitæ and Ebony.....Tons	405½	194	377 Tons.
Succades.....Cwts.	215	269	225½ cwt. & 5 lb.
Santa, or Shrub.....Gallons	.....	175	26 gals.
Bees' Wax.....lbs.	95,536	99,008	878 cwt. 1q 24 lbs.
Honey.....Gallons	8,946	5,964	601 cwt. 3 qrs 4lbs
Cocoanuts.....No.	830,571	808,613	738,766
Cotton.....lbs.	1,949	15,352	19,147
Copper Ore.....Tons	16½	.....	.....
Lead Ore....."	.....	.....	.....
Horses.....No.	27	4	3
Mules....."	.....	84	50
Neat Cattle....."	.....	150	30

The values of these Exports were:

In 1862.....	£1,113,442	Sterling, or say	\$5,567,210.
1863.....	1,007,925	"	" 5,039,625.
1864.....	946,906	"	" 4,734,530.

In 1865 the Exports were only £912,004, or say \$4,560,020, sent to the following countries:—

Exported to the United Kingdom.....	£723,153	8	4
France.....	2,756	17	0
Hanse Towns.....	50,197	11	6
British North American Colonies.....	3,528	1	3
British West Indies.....	14,778	16	10
Gibraltar.....	12,473	17	4
United States of America.....	74,320	8	3
Spanish West Indies.....	3,382	13	11
New Grenada.....	9,456	12	0
Mexico.....	1,474	10	0
Republic of Hayti.....	14,902	10	4
Danish West Indies.....	932	13	11
Honduras.....	646	4	5

Total.....£912,004 5 1

IMPORTS.

The Imports of the Colony are, on the average of years, about equal to the Exports! They were of the following amount:—

In 1862.....	£1,141,984	or say	\$5,709,920
1863.....	1,087,529	"	5,437,635
1864.....	1,142,919	"	5,714,595

The articles comprising the totals were as follows :

I M P O R T S .		In 1862.	In 1863.	In 1864.
Flour	Barrels	102,623	98,066	104,540
Corn-Meal	"	26,286	16,349	13,128
Bread and Biscuits	Cwts.	4,230	3,897	3,453
Rice	Lbs.	5,158,486	6,731,247	6,183,713
Corn.....	Bushels	26,488	22,846	22,311
Peas, Beans and Calavances..	"	1,128	842	708
Barley, Oats and Rye.....	"	2,426	1,785	750
Wheat	"	14,188	9,826	4,103
Beef.....	Barrels	2,878	2,897	2,789
Pork.....	"	16,281	13,377	10,303
Wet Tongues	"	537	1,004	691
Dry Tongues, Beef, Ham and Sausages.....	Cwts.	2,489	2,690	2,113
Butter	Firkins	11,321	9,957	9,447
Lard.....	"	7,436	6,876	7,594
Salmon, pickled.....	Barrels	1,178	1,076	1,138
Do smoked.....	Cwts.	.....	29	5
Smoked Herrings.....	Boxes	3,945	4,117	5,048
Mackerel.....	Barrels	15,836	19,447	20,219
Alewives	"	5,473	3,587	3,414
Herrings	"	33,074	34,425	38,711
Codfish	Qtls.	82,803	81,084	69,548
Brandy	Gallons	17,205	15,432	16,127
Gin.....	"	5,321	5,679	5,623
Ale and Beer.....	Tuns	552 & 35 gal.	286 & 175 gal.	367 & 159 gal.
Cider and Perry.....	"	1 & 155 gal.	..... & 198 gal.	6 & 101 gal.
Wines in bulk.....	"	115 & 230 gal.	112 & 190 gal.	119 & 146 gal.
Do in bottle.....	"	20 & 8 gal.	28 & 75 gal.	34 & 113 gal.
Cheese	Cwts.	1,724	2,234	1,647
Refined Sugar	Lbs.	35,872	54,288	54,561
Tea.....	"	11,145	15,007	15,782
Candles, sperm.....	Boxes	88	109	9
Do composition.....	"	2,915	2,312	2,792
Do tallow.....	"	16,248	14,045	15,571
Soap.....	"	38,516	38,099	26,951
Oils.....	Gallons	85,305	79,380	69,191
Salt	Cwts.	65,377	37,451	22,879
Tobacco, manufactured.....	Lbs.	169,488	132,756	110,929
Do leaf.....	"	148,999	154,922	136,552
Bricks.....	No.	677,093	392,128	341,600
Coals.....	Tons	28,019	20,610	33,620
Horses	No.	25	2	22
Asses .....	"	.....	1	1
Cattle.....	"	307	5	1
Swine.....	"	26	10	10
Sheep and Goats.....	"	.....	5	13
Red Oak Staves	"	139,045	413,924	280,414
White do and Heading	"	242,017	172,949	7,760
Hhd. Shooks.....	"	15,195	11,731	12,834
Pun. Shooks.....	"	23,754	74,163	13,190
Pitch Pine Lumber.....	Feet	94,437	59,724	3,891,351
White Pine Lumber.....	"	4,407,438	2,690,719	60,119
Cypress Shingles	No.	.....	222,000	100,000
Cedar Shingles	"	2,720,700	4,468,050	7,540,601
Wood Hoops.....	"	613,170	449,900	420,840

In 1865 the total value of Imports was £1,050,984, or say \$5,254,920, brought from the following countries :—

Imported from United Kingdom.....	£642,784	18	2
Hanse Towns.....	17,725	17	11
France	206	2	10
British North American Colonies.....	107,925	19	4
British West Indies.....	5,575	16	6
United States of America.....	270,507	9	9

Spanish West Indies.....	3,711	4	5
New Grenada.....	1,181	9	6
Republic of Hayti.....	1,272	8	0
Danish West Indies.....	93	1	0
Total.....	£1,050,984	7	5

SHIPPING.

The number of vessels entered at Jamaica in 1864, was 548, and 145,084 tons, and the number cleared was 542, and 138,585 tons.

TARIFF, &c.

The following are the Schedules of Import Duties, Export Duties, Taxes on Shipping and Pilotage Fees, for the Island of Jamaica :—

	Duties		Additional duties.		Town dues.	
	s.	d.	s.	d.	s.	d.
Ale, Beer, Cider, Perry, Porter, per tun.....	107	0			2	0
Asses, per head.....	5	0				
Bacon, per cwt.....	10	0				
Barley, Beans, Peas, per bushel.....	0	3				
Beef, dried, per cwt.....	10	0				
Beef or Pork, salted or cured, per brl. of 200 lbs.....	10	0	4	0	0	3
Books, foreign reprints of copyright works, per £100 value.....	400	0			2	0
Brandy, per gallon.....	7	0	1	0	0	2
Bread or Biscuit, per cwt.....	6	0				
Bricks, per 1,000.....	4	0				
Butter, per cwt.....	9	0				
Do per firkin of 66 lbs.....					0	2
Calavances, per bushel.....	0	3				
Candles, Wax or Spermaceeti, per 56 lbs.....	10	0			0	1
Do Composition, do.....	7	0			0	1
Do Tallow, do.....	2	6			0	1
Cattle, neat, per head.....	10	0			1	0
Carriages, not agricultural, per £100 value.....	200	0				
Cheese, per cwt.....	10	0			0	3
Coals, per ton.....					0	8
Cocoa, per cwt.....	10	0				
Coffee, British Colonial, per cwt. (foreign prohibited).....	20	0				
Cordials, per gallon.....	8	0				
Corn, Indian, per bushel.....	0	3			0	1
Fish, dried and salted, per cwt.....	2	6	1	0	0	2
Do Alowives and Herrings, pickled, per barrel.....	2	0			0	3
Do Mackerel, pickled, per barrel.....	4	0			0	3
Do Salmon, wet or salted, per barrel.....	10	0			0	3
Do Salmon, smoked, per cwt.....	10	0			0	3
Do Herrings, smoked, per box of 25 lbs.....	0	6				
Do Smoked, not otherwise described, per cwt.....	4	0				
Do Pickled, do per barrel.....	4	0				
Flour, Wheat or Rye, per barrel.....	8	0				
Gin, per gallon.....	6	0	2	0	0	2
Gunpowder (except blasting), per lb.....	0	6				
Hams, per cwt.....	10	0				
Hogshead and Puncheon Shooks, each.....	0	6			0	1
Horses, Mares and Geldings, per head.....	3	0				
Indigo, per lb.....	0	3				
Lard, per cwt.....	5	0				
Do per firkin of 60 lbs.....					0	2
Machines (horse power), Hydraulic and Printing Presses, Iron (Galvanized), Mills, Fire-Engines, Pumps, Railway Trucks and Wheels, Machinery for Sugar and Coffee Plantations, Water-Company Pipes, or other Pipes for conveying fluids; Plough, Plough-Harrows, Harrows, Cultivators, Clod-Crushers, Horse-Hoes, Dibbles, Sewing Machines, Marble Tiles, Wire Iron for Fences, and Wire Fencing, and Iron Standards and Hurdles, and Tomb Railing, per £100 value.....	80	0				

	Duties.	Additional duties.	Town dues.
	s. d.	s. d.	s. d.
Matches, per gross, of 12 dozen boxes, of 100 in each box.....	5 0		
Meal and other Flour, not Wheaton, per barrel.....	1 0	1 0	0 3
Mules, per head.....	8 0		4 0
Oats, per bushel.....	0 3		
Oil, per gallon.....	0 4		0 3
Rice, per cwt.....	2 0	1 6	0 2
Do undressed, per bushel.....	1 0		
Rum, proof, British Colonial, per gallon (foreign prohibited).....	6 0		
Salt, per cwt.....	0 1		0 7
Sausages, dry or pickled, per cwt.....	10 0		
Segars, per lb.....	2 6	0 6	
Soap, per box of 56 lbs.....	3 0		0 2
Spirits, not otherwise described, per gallon.....	8 0		
Sugar, unrefined, British Colonial, per cwt. (foreign prohibited).....	10 0		
Do refined, per lb., and Sugar Candy (foreign, except refined in bond in United Kingdom, prohibited).....	0 2		
Sugar, refined, per 100 lbs.....			0 4
Tea, per lb.....	1 6		
Do per 100 lbs.....			4 0
Tobacco, manufactured, including Cavendish, per lb.....	0 6	0 4	
Do per 100 lbs.....			4 0
Do unmanufactured, per 100 lbs.....	21 0		4 0
Do do per lb.....		0 3	
Do snuff, per lb.....		0 6	
Tongues, dried, per cwt.....	10 0		
Do salted or cured, per barrel of 200 lbs.....	10 0	4 0	0 3
Wheat, per bushel.....	0 4	0 4	0 1
Whiskey, per gallon.....	5 0	3 0	
Wines, in bulk, per tun.....	300 0		4 0
Do in bulk, per gallon.....		0 3½	
Do in bottle, per gallon.....		0 2½	
Wood, P. Pine, per M. superficial feet 1 inch thick.....	12 0		1 0
Do White Pine, do.....	8 0		1 0
Do Shingles, Cypress, over 12 inches in length, per M.....	4 0	1 0	0 8
Do Boston Chips and other Shingles undescribed, per M.....	2 0	1 0	0 8
Do Staves and Heading, Red or White Oak. Ash, per M.....	4 0		1 0
Do Hoops, per M.....	1 0		1 0
All other goods and effects of every description, not previously enumerated or described, per £100 value.....	250 0		2 0

Non-enumerated articles admitted into Bond.

NOT LIABLE TO ANY DUTY.—Bees' Wax, Birds (singing), Books (printed) and Printed Papers, Bullion, Clothing (Army and Navy), Carriages, Carts, and Wagons, used for agricultural purposes, Coals, Coin, Coke, Cotton, Copy Books, with lithographed headings, Wool, Diamonds, Dogs, Dycwoods, Engravings, Lithographs and Photographs, Fish (fresh), Flax, Fruit (fresh), Guano and other manures, Gums, Hay and Straw, Hemp, Hides (raw), Ice, Iron for roofing, Leeches, Malt (dust), Maps, Music, Meat (fresh), Necessaries—Regimental and Navy (cattle excepted), Oil Cakes (whole or in powder), Paintings, Patent Fuel, Plants (growing), Poultry, Resins, Rock Salt, Sarsaparilla, Slates for Roofing, Slates for Schools, Soda Ash, Specimens of Natural History, Tallow Grease, Tow, Tortoise shell, Turtle, Vegetables (fresh). The duty is returned on Gunpowder for Mining or Road purposes.

Bills of Entry.

That on, from and after the 1st January, 1864, Importers, or their Agents, will be required, on passing at the several Custom Houses in this Island, Bills of Entry for British Goods, and all Wines for home consumption, either from the Ship or Bonding Warehouse, to enumerate and classify the said goods in accordance with the following Schedule:—

APOTHECARIES' WARES.—To include all Drugs, Medicines, Pill Boxes, Soft Soap, Castile Soap, and Surgical Instruments.

COTTONS, MANUFACTURED.—To comprise Cotton prints, Cotton shirtings, Long cloths, Table cloths, Grey cloths, Domestics, Drills, Handkerchiefs, Hollands, Checks, Croydons, Madappolams, Platillas.

EARTHENWARE.—To include Chinaware, Crockery, Pottery, &c.

GLASSWARE.—Lamps, Globes, Chimneys, &c.

GROCERIES.—To comprise tins of Preserved Meats, Fish, Sweet biscuits, Pearl barley, Split peas, Bottled fruits, Jellies, Jams, and all Confectionery.

HARDWARE AND CUTLERY.—To include all Hardware, Tinware, Grindstones, Cordage, Nails, Brass ware, Blacking, Bath bricks, Plated ware, &c.

HABERDASHERY AND MILINERY.—Ready-made clothing, Broad cloths, Flannels, Work jewellery, Rugs, Carrier bags, Baskets, Reticules, Toys, Dressing cases, Hair and Tooth brushes, Tailors' materials, Bonnets, Hats, Crinoline, Gloves, Robes, Braids, Needles, Belts, Embroidery, &c.

JEWELLERY.—Gold or Silver watches, Rings, Clocks, &c.

LEATHER MANUFACTURES.—Boots and Shoes, Shoemakers' materials, Lasts, Uppers for shoes and boots, Saddlery, &c.

LINEN MANUFACTURES.—Osnaburgh, Ducks, Drills, Dowlas, Platillas, Britannias.

PAINTERS' COLOURS AND MATERIALS.—All painters' colours, Litharge, Putty, Lamp black, &c.

PERFUMERY.—All Essences, Scented soaps, Pomades, &c.

PHOTOGRAPHIC MATERIALS.—Glasses, Frames, &c.

SILVER AND GOLD PLATE.

STATIONERY.—Paper, Cards, Bills of Exchange, Bill-heads, Bills of lading, Quills, Pens, Wafers, Envelopes, &c.

WINES.—The names of all Wines to be specified.

Foreign Produce Prohibited.

Coffee, Rum, Sugar refined (except refined in bond in the United Kingdom), Sugar unrefined.

EXPORT DUTIES.

The Export Duties of Jamaica are:—

	Total.	16 Vic.	
		Cap. 29.	Cap. 24.
	s. d.	s. d.	s. d.
Sugar, per hogshead.....	5 9	2 9	3 0
Rum, per puncheon.....	4 6	2 0	2 6
Coffee, per tierce of 784 lbs.....	6 0	2 0	4 0
Ginger, per cwt.....	1 0	.....	1 0
Bees' Wax, per cwt.....	2 0	.....	2 0
Cocoanuts, per 1,000.....	1 0	.....	1 0
Honey, per cwt.....	1 0	.....	1 0
Pimento, per bag of 120 lbs.....	0 10	0 4	0 6
Arrowroot, per cwt.....	1 0	.....	1 0
Logwood, and other Dyewoods, Lignum Vitæ, Ebony and Cocus Wood, per ton.....	1 0	.....	1 0
Mahogany, per 1,000 feet superficial measure.....	5 0	.....	5 0
Stock of all kinds, per head.....	.....	.....	0 6

NOTE.—Three tierces are reckoned equal to two hogsheads, and eight barrels to one hogshead.

OTHER CHARGES ON COMMERCE.

Tax on Shipping—payable on Entry of every Vessel.

	s.	d.	
7 Victoria, cap. 9.—Customs Tonnage Act.....	2	0	per ton.
3 Victoria, cap. 66.—Morant Lighthouse.....	0	3	“
“ “ Plumb Point Lighthouse.....	0	3	“
(On all vessels, except steamers, which pay 1d. per ton every three months.)			
46 Geo., III., cap. 28.—Hospital tax.....	0	4	“
	Droghers only once a year.		
4 Victoria, cap. 32.—Health Officers' Fees—			
Ship or Barque.....	£0	12	0
Brig or Brigantine.....	0	9	0
Schooner or Sloop.....	0	6	0
60 Geo. III., cap. 15.—Kingston Harbour duties.—			
Vessels trading } Ship or Barque.....	1	12	0
within the tro- } Brig or Brigantine.....	1	4	0
pics, one-half. } Schooner or Sloop.....	0	16	0
	Droghers or Coasting Vessels, 8s per quarter.		

Vessels trading within the Tropics pay once a year, viz: Customs, 2s; Morant Lighthouse, 3d.; Hospital, 2d. per ton, except Spanish or Haytien vessels. Droghers paying annual tonnage are permitted to trade within the Tropic of Cancer without any additional tonnage fees.

Vessels with part cargo only pay according to the measurement of goods. Vessels arriving with coals, ballast or ice, and loading entirely with Logwood, pay half tonnage as regards the Transient and Customs Tonnage Act.

Plumb-Point Lighthouse dues are chargeable only on vessels coming into Kingston and Port Royal Harbour.

Pilot's Schedule of Fees for Jamaica.

CLASSIFICATION OF PORTS.	PILOTAGE.	BRITISH TONNAGE.						
		800 Tons and upwards.	500 Tons and under 800 Tons.	350 Tons and under 500 Tons.	250 Tons and under 350 Tons.	200 Tons and under 250 Tons.	150 Tons and under 200 Tons.	Under 150 Tons.
		£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.
FIRST CLASS.								
Kingston, Manchioneal, St. Ann's Bay and Falmouth. }	Inwards from sea.....	6 0	5 8	4 16	4 4	3 12	3 0	2 8
	Outwards to sea.....	4 0	3 12	3 4	2 16	2 8	2 0	1 12
SECOND CLASS.								
All Ports not enumerated above excepting Port Royal }	Inwards from sea.....	4 16	4 4	3 12	3 0	2 8	1 16	1 10
	Outwards to sea.....	3 4	2 16	2 8	2 0	1 12	1 4	1 0
THIRD CLASS.								
Port Royal	Inwards from sea	4 10	3 12	3 0	2 14	2 2	1 16	1 10
	Outwards to sea.....	2 16	2 8	2 0	1 16	1 8	1 4	1 0

There shall be paid for Pilotage into Old Harbour, for every Ship or Barque, £5 8s.; and every Brig or Brigantine, or Scow, £2 14s.; and every Schooner or Sloop, £1 7s.; a like sum also for Pilotage out, clear of the quays or shoals, of all such vessels as aforesaid.

MISCELLANEOUS.

It occurs to the Commissioners to mention that the Jamaica market for some kinds of partly manufactured lumber deserves attention. We could send the cedar shingles, which they prefer, as standing the heat and the ravages of insects better than pine. Our red oak staves might be sent direct, better than through foreign ports and commission merchants, while the same remark applies to barrel shooks and wood hoops.

It is to be remarked that the preference for round barrel hoops on flour barrels is universal in the West Indies. It arises from the fact that the Spaniards were at one time in the habit of sending flour in barrels with flat hoops. It was always of a quality inferior to that sent in round hooped barrels, and hence the prejudice which is so deeply seated that merchants who have flat hooped flour are obliged to put round hoops on the barrels containing it if they wish to sell it within a dollar of its real market value. There is this further reason for preferring round hoops, that the roads in most of the islands being very rough, flour is often subjected to a great deal of jolting which the round hooped-barrels stand better than the others.

POSTAL COMMUNICATIONS.

A Steamer, called the *Montezuma*, runs between New York and Kingston, Jamaica, under a contract with the Government of the Island, by which its owners receive about \$24,000 per annum for making a monthly trip each way, but the Commissioners were informed that she was to be taken off the route, as the Company did not consider the business sufficiently remunerative, which was said to result from the fact that the owners of the vessel, who reside in England, had fixed the rate for the conveyance of goods too high. The amount, there is every reason to believe, could be obtained as a contribution to a subsidy to the proposed new line between Her Majesty's North American Provinces and the West Indies.

ASSORTED CARGOES.

To shew the most eligible assortment for a cargo for the Jamaica market and the nature of the cargoes sent thence, the Commissioners append some papers representing actual transactions:—

Invoice of Sundries, shipped by
Kingston, Jamaica, consigned to

New York, January, 1866.
on board the
per his order, and for his account and risk.

Master, for

		\$	cts.	\$	cts.	\$	cts.
73	Brls. Pork, Mess.....		28	60	2030	50	
52	“ S. P. Mess.....		21	50	1118	00	
	Pkge. and Ctge.....				41	88	
							3240 38
15	Half Brls. Pig Tongues New-Roots.....	16	50 & ctge		1	50	249 00
10½	Brls. Beef, Smith's market.....	5	12½	“			51 25
800	Brls. Flour, Extra Ohio.....	9	00	“	7200	00	
50½	“ “ per pair.....	9	50	“	237	50	
	Inspection, Pkge., Lining and Ctge.....				127	50	
							7565 00
216	Brls. Corn-meal, Gilfin's Brandywine.....	0	04½		972	00	
	B. Lining and Ctge.....				27	30	
	Watching and Covering Meal.....						909 30
100	Brls. Crackers, Packed, 7514 lbs.....	0	06½		460	23	5 25
20	Brls. Pilot Bread 1392 lbs.....	0	06		83	52	
	120 Brls. @.....	0	40		48	00	
							501 75
320	Kegs Lard, 12245-2400-9845 lbs.....	0	19		1870	55	
8	Brls. Lard Oil, 330-4-326 Galls.....	1	85		603	10	
	Ctge.....				8	25	
							2481 90
200	Kegs Butter, 6088-1212-4876 lbs.....	0	28		1365	28	
	Ctge.....				3	00	
							1368 28
50	Boxes Cheese, 1543 lbs.....	0	23 & ctge		0	75	354 89
50	Boxes Corn Starch, Ea. 40 lbs. = 2000	0	13		260	00	
	10 per cent. discount.....				26	00	
	Ctge.....						234 00
5	Boxes Oysters, Ea. 4 doz. = 20 doz. 1 lb. tins.....	3	00		60	00	1 00
	10 per cent. discount.....				6	00	
	Ctge.....						54 00
10	Boxes Condensed Milk, Ea. 4 = 40 doz. 1 lb. tins, Borden's.....	3	75		150	00	0 75
	10 per cent. discount.....				7	50	
	Ctge.....						142 50
100	Bdles. Paper, 500 Reams Straw Cap.....	0	50 & ctge		0	01	251 00
50	Brls. Onions, 3339 Bunches	0	04		133	56	
	50 Brls.....	0	35		17	50	
25	Brls. Potatoes	3	00		75	00	
	Ctge.....				6	00	
							232 06
50	Bags B. E. Peas	3	25		162	50	
	Ctge.....				1	75	
							164 25
282	Rum Shooks } 300 Rum Shooks and heads.....	5	25				1575 00
18	Casks Heading }						
On Deck 10	Brls. Kerosene Oil, 417½ Galls.....	0	62		258	85	
50	Cases do E 2-5 = 500 Galls.....	0	70		350	00	
	Proportion of Custom fees.....				5	00	
							013 85
							20176 16
	CHARGES.						
	Clearance, B. of Lading and Stamps.....				1	90	
	Deck Insurance, \$700 @ 10 per cent.....				70	00	
	Bal. do 23800 “ 2½ p. c.....				535	50	
							607 40
							20783 66
	Commission, 2½ per cent.....						519 59
							21303 15

New York, February, 1866.

INVOICE of Sundries, shipped by
for Kingston, Jamaica, consigned to
account and risk.

on board the Master,
per their order, and for their

Z		\$ cts.	\$ cts.	\$ cts.
400	Barrels Flour.—St. Lawrence Mt. Orange.....	8 65	3460 00	
218	“ “ “ Wawiegan	8 75	1907 50	
28	“ “ “ Akron	8 50	238 00	
	“ “ “ Inspection, pkg, lining and ctge.....		99 13	5704 63
100	Barrels Corn meal, Brandywine	4 40	440 00	
	“ “ “ Lining and ctge.....		15 50	455 50
100	Barrels Crackers, packed, 7488 lbs.....	0 06	449 28	
20	“ “ Pilot Bread, 1262 lbs.....	0 05½	74 14	
10	“ “ Crackers, Oysters, 891 lbs.....	0 09½	87 99	
	“ “ “ 130 brls.....	0 40	52 00	663 41
100	Barrels Pork, Mess.....	28 50	2850 00	
	“ “ “ Package and cartage.....		33 00	2883 00
50	Barrels Herrings	4 00 & ctge.	0 00	206 00
5	“ “ Lard Oil, 210½-2½ = 208 gals.....	1 75 “		364 75
47	Half barrels Pig's Tongues.....	16 50 “	4 70	780 20
50	Half barrels Beet Tongues, Smith's Market.....	17 00	850 00	
5	Tierces Hams, 136-1818-274 = 1544 lbs.....	0 21	370 56	
	“ “ “ Ctge.....		1 25	1221 81
5	Barrels Blacking, 701 doz. = 58 and 5-12th Gross Mason's Lout.....	4 50	262 88	
	“ “ “ 5 per cent. discount.....		13 14	249 74
	“ “ “ Ctge			1 50
50	Bags B. E. Peas.....	3 12½ & ctg	2 50	158 75
200	Kegs Lard, 7555-1500 = 6055 lbs.....	0 18 “	3 75	1093 65
200	“ “ Butter, 6294-1400 = 4894 lbs.....	0 27 “	3 00	1324 38
100	Boxes Cheese, Gloucester, 2496 lbs.....	0 24	599 04	
1	“ “ Stilton, 67 lbs.....	0 31	20 77	
	“ “ “ Ctge.....		1 50	621 31
92	Bales Tobacco, 100 lbs. each } Baled from 4 hogs- “ “ 75 “ } heads, weighing “ “ “ 2 “ } 9975 lbs.....	0 20	1995 00	
2	“ “ “ “ “ “ “ Inspection, baling and ctge.....		158 50	2153 50
10	¾ boxes Tobacco, “ Wellington,” 12's, 1428-237, 1186 lbs.....	0 26	308 36	
	“ “ “ Ctge., Custom Fees and Exp.....		9 25	317 61
On deck 100	Cases Kerosene, Devos's “ Brilliant,” Ea. 2-5, 1000 galls.....	0 60	600 00	
	“ “ “ Revenue Fees and Stamps.....		7 00	607 00
	CHARGES.			18806 74
	Clearance, B. Lading and Stamps.....		1 90	
	Deck Insurance, 690 @ 9 per cent.....		62 10	
	Tobacco “ 2620 “ 3 “		78 60	
	Bal. “ 19700 “ 2½ “		492 50	635 10
	Commission 2½ per cent.....			19441 84
				486 05
				19927 89

E. & O. E.

Kingston, Jamaica, April, 1866.

Invoice of Sundries, shipped by
New York, consigned toon board the Master, for
Merchants for Sales and Returns.

		£	s.	d.	£	s.	d.
6	Puncheons Rum, 714 gallons.						
12	do do 1,109 do						
1	do do 97 do						
1	do do 96 do						
	—2,016 gallons @ 3s.....	302	8	0			
	Started into 28 Puncheons containing 2,542 gallons.						
20	Cases Old Rum, 40 dozen, 80 gallons, @ 10s	40	0	0			
20	Hbds. Sugar, 45,135 lbs. @ 19s by 9s.....	437	15	8			
8	Brls. Arrowroot, 1,605 " @ 3d by 1s	20	9	3			
4	Tons, 2 cwt. Fustic, @ 60s.....	12	6	0			
9	do 10 do Bitterwood, @ 40s.....	19	0	0			
234	Brls. Coffee, 49,503 lbs. @ 53s.....	1,311	16	7			
21	Bags do 4,814 " @ 58s.....	139	12	1			
2	Brls. Brass, 1,525 " @ 5d	31	15	4			
1	do Copper, 521 " @ 8d.....	17	7	5			
2	do Lead, 2,056 " @ 12s.....	12	6	7			
							2,344 17 1
CHARGES.							
	Paid Export Duty on Rum, @ 4s 6d per puns.....	£	6	10	0		
	do do Sugar, @ 5s 9d per hhd.....	5	15	0			
	do do Arrowroot, @ 1s per cwt.....	0	14	3			
	do do Fustic, @ 1s per ton.....	1	4	1			
	do do Coffee, @ 6s per tierce of 784 lbs.....	20	15	9			
					33	19	1
	Lighterage on 28 puncheons, 20 hbds.....	2	1	0			
	do 28 do at 12s each.....	18	16	0			
	do 20 empty Cases and Bottles.....	8	0	0			
	Wharfage.....	10	0	0			
	Consuls' Fees.....	0	10	6			
							71 6 7
	Commission @ 2½d.....						2,416 3 8
							60 8 1
							£2,476 11 9

E. & O. E.

Disbursements of a Vessel of 100 Tons.

		£	s.	d.	£	s.	d.
	Paid Tonnage dues on 100 tons, @ 2s 4d.....	11	13	4			
	Merchant Point Light " 3d.....	1	5	0			
	Plum Point do " 3d.....	1	5	0			
	Harbour Master's Fees	0	16	0			
	Health Officer's do	0	6	0			
	Reporting.....	0	8	0			
	Fort Pass.....	0	6	9			
	Advertising for all demands.....	0	8	0			
	Pilotage, Inwards and Outwards.....	4	0	0			
							20 8 1

N.B.—Steamers pay no *Tonnage dues*, and only 1d for light dues—they are permitted to land cargo before coming to an entry, to expedite their departure.
After the 1st May Plum Point Light reduced to 2d for vessels and ½ of 1d for steamers.
The Port Charges on a vessel of 200 tons would not be over £35 14s 5d, and the larger the tonnage the less the average rate per ton.

CUBA.

Cuba contains about 49,000 square miles. Its population in 1846 was 898,752; in 1862 it had increased to 1,350,238, of whom 764,750 were white, 225,938 free colored, and 368,550 slaves. These are the official figures, but as a trade in slaves is still surreptitiously carried on, and a correct account of those landed on the Island in recent years has not been furnished by the authorities, the slave population is thought to be much understated, and it is supposed that there are now 500,000 slaves. The Chinese, 34,050 in number, are considered as whites. The system of importing them commenced in 1817, since which time 66,395 men and 52 women have been landed on the Island. It is said that 10,382 others died at sea on their passage from China, a mortality strikingly in excess of that which obtains among the Coolies imported into the British West Indies.

Cuba has justly received the name of the "Queen of the Antilles." It is not only the largest of the West India Islands, but its soil is generally of great richness, and on this account, and because of an abundance of labor, its productions exceed both in quantity and value those of the West India possessions of all other countries combined. Its capital, Havana, which boasts a magnificent harbour, has a population of 250,000 souls, and there are several other cities important by their size and commerce.* Its railway system, already well developed, is in course of extension, and will shortly reach almost all the most important seaports.

The wealth of the Island is very great, and the importance which Spain attaches to this, her principal remaining colony, may on this account easily be understood.

The Government at Havana is divided into two branches, the Captain General having charge of Military Affairs as his Sovereign's Representative, and the Intendente being entrusted with all matters relating to finance.

A large portion of the revenue of the Island is annually contributed to the Imperial Government of Spain, which keeps a large standing army in the cities and a considerable fleet upon the coast. The fiscal arrangements originate with the Intendente and are framed to secure as much revenue for the Spanish Treasury as possible. The duties cannot be altered unless by the authority of the Spanish Government, and as that Government has not yet become persuaded that a moderate tariff yields more revenue than an excessive one, the taxation imposed upon imports is exceedingly high, and systematized smuggling prevails to a very large extent.

Frauds upon the revenue, with the connivance and often at the instance of Customs Officers, are constantly practised, and thus the official tables of exports and imports are entirely unreliable.

This state of affairs is naturally very objectionable and seems at length to have attracted the attention of the Spanish Government and indications of a disposition to reconsider its policy towards its West India possessions, begin to show themselves.

The abolition, too, of slavery in the United States, in consequence of which Cuba is now the only place North of the Equator where it practically exists, renders some change imperatively necessary, and the Government of Spain has wisely initiated a plan for ascertaining the views of its colonists themselves, upon the social and commercial ameliorations which appear inevitable under the altered state of things. The Imperial Government has therefore called upon Cuba and Porto Rico to assist in forming a delegation of forty-four members, to be constituted in the following manner:—

* Although Havana is the largest of the Cuban cities and its Imports and Exports much greater than those of the rest, the business of British America has been very largely done with other ports, the reason being that the demand of the Provinces is chiefly for Muscovado sugar in hogsheads, while that shipped from Havana is principally cayed and packed in boxes. Matanzas, Cardenas and Cienfuegos have hitherto been the ports most frequented by British North American vessels, but Trinidad, St. Ingo and Sagua are also shipping places of importance. The last named will acquire additional interest, as one terminus of a new railroad which will connect it with the interior; and as it is on the north side of the Island, it will have the advantage of being more easy of access to North American vessels than the ports on the south.

Half are to be appointed by the Government, and to be persons who have resided in the Island a certain number of years or have held office in the Colonial Office, the other half are to be elected by the inhabitants of the municipalities, say by a certain number of the highest tax payers in each class, viz. : the learned professions, commerce, industry and property.

Two representatives are to be sent from Havana, one from each of the other fourteen principal municipalities in Cuba, and six from Porto Rico.

These are all to act as a committee or delegation in Madrid to supply the Colonial Minister with any information he may require of them to enable him to prepare a Reform Bill to comprise an entire special code of laws for the Islands, in lieu of the present mode of governing by Royal decrees, which has been in existence since their representation in Cortes was taken away. This Bill, after being discussed in full session of the Cabinet, if adopted by the Ministry, will be presented to the Cortes for discussion and necessary sanction and subsequently be submitted to the Crown.

The election of these delegates was going on during the stay of the Commissioners in Cuba, and the results were giving great satisfaction to the two political parties in the Island—the Spanish party and the Creole or native party—a fair representation of both being returned.

The Government of Spain has undertaken to provide an annual appropriation for the members of this council, whose residence near the Court of Spain may accordingly be expected to continue for some time, until a satisfactory solution of the question of the future plan of the Government of the Islands is arrived at. As all negotiations on the subject of Trade with the Spanish West Indies must be conducted at Madrid, the presence of these delegates there may be opportune in case any representation in that quarter is decided on respecting trade with British America.

TARIFF.

The tariff of Cuba is nominally *ad valorem* on almost all articles, and establishes distinctive rates of duty :*

1. On Spanish productions imported in Spanish vessels.
2. On Spanish productions imported in Foreign vessels.
3. On Foreign productions imported from Spain in Spanish vessels.
4. On Foreign productions imported from the place of production in Spanish vessels.
5. On Foreign productions imported from the place of production in Foreign vessels.

In practice, however, the tariff is specific, as the Government fixes the valuation of the goods, which remains unchanged by fluctuations in the market. In most cases the valuation is much higher than the current prices at the ports of shipment, and the consequence is that although the rates are not stated to exceed 29½ and 35½ per cent., they are really in many instances as high as 60 or 70 per cent. Thus common boards, which do not cost more than \$10 per thousand feet in any of the ports of British North America, are officially valued at \$20 per thousand, and the duty being 29½ per cent. on this valuation (with a *balanza* of one per cent. on the duty), is equivalent to \$5.96 per thousand feet, or an *ad valorem* rate of about 60 per cent. The following is the Tariff of duties in Cuba upon articles of Foreign Production imported direct from the country of production in Foreign Vessels :—

* It is perhaps as well to note that a new tariff has been prepared by the Intendente, which although reducing the number of taxable articles, nevertheless so increases the duty on those exported from the British North American Colonies to the Island, as to render it more objectionable to our trade than the existing one. It is, however, by no means certain to become law, for the Intendente having asked for the opinion of the Havana merchants, they have expressed themselves as opposed to its introduction.

ARTICLES.	Official Valuation.	Official Duty.	Amount of duty calculated in dollars and cents, with one per cent. <i>balanza</i> added.
Ale and Beer, in casks.....	\$1 50 per arroba.....	35½ per cent.....	54 cents per arroba.
do in bottles.....	3 00 per dozen.....	do do.....	\$1 20 per dozen.
Apples.....	3 00 per barrel.....	29½ do.....	86 cents per barrel.
Barrels empty, 1st kind.....	2 00 each.....	do do.....	60 do do
do 2nd do.....	0 50 do.....	do do.....	15 do do
Beans.....	3 00 per 100 lbs.....	35½ do.....	\$1 08 per 100 lbs.
Bread, ship.....	8 00 do do.....	do do.....	3 12 do
do Biscuit, fancy.....	.....	do do.....	6 22 do
Bran.....	.....	.....	90 cents per 100 lbs.
Bricks.....	\$12 00 per 1000.....	35½ per cent.....	\$4 30 per 1000
Brooms, corn.....	.....	.....	45 cents per dozen.
Butter.....	\$16 00 per 100 lbs.....	29½ per cent.....	\$4 77 per 100 lbs.
Candles, Tallow.....	12 00 do.....	35½ do.....	4 30 do
do Composition.....	28 00 do.....	29½ do.....	8 34 do
do Sperm.....	32 00 do.....	do do.....	9 53½ do
Chairs, Cano seat per dozen.....	25 00 per dozen.....	35½ do.....	8 95 per dozen.
do Wood.....	12 50 do.....	do do.....	4 47½ do
(Other chairs different official valuations.)	.....	.....	.....
Cheese.....	10 00 per 100 lbs.....	29½ do.....	2 98 per 100 lbs.
Coal.....	Free.....	Free.....	Free.
Corameal.....	\$5 00 per barrel.....	35½ per cent.....	\$9 and ¼c. per gallon.
Corn, Indian.....	2 00 per 100 lbs.....	do do.....	72 cents per arroba.
Flour from United States or from British North America in foreign bottoms.....	.....	\$4 00 per barrel.	.....
Flour from British North America in Spanish bottoms.....	.....	3 50 do	.....
Fish, Codfish.....	\$3 50 per 100 lbs.....	29½ per cent.....	\$1 04 per 100 lbs.
do Smoked.....	60½c. per box of 100.....	35½ do.....	22½c. per box of 100.
do Mackerel.....	\$3 00 per barrel.....	29½ do.....	\$1 34 per barrel of 200 lbs.
do Salmon.....	9 00 per 100 lbs.....	do do.....	\$2 68 per 100 lbs.
do Stockfish.....	.....	.....	1 26 do
Hay.....	\$ 0 50 per 100 lbs.....	29½ per cent.....	14½ do
Hoops.....	30 00 per 1000 lbs.....	do do.....	\$8 93 per 1000.
Horses, Geldings.....	150 each.....	35½ do.....	53 70.
do Stallions and Mares.....	Free.....	Free.....	Free.
Lard.....	\$12 00 per 100 lbs.....	35½ per cent.....	\$4 30 per 100 lbs.
Nails, iron.....	7 00 do.....	do do.....	2 51 do
Oil, coal, refined.....	.....	29½ do.....	14½ cents per gallon.
Oil, whale.....	\$ 2 50 per arroba.....	do do.....	\$2 98 per 100 lbs.
Oats.....	1 50 per 100 lbs.....	35½ do.....	0 54 do
Onions.....	2 00 per barrel.....	do do.....	0 71 per barrel.
Meats, salted, viz.: Beef.....	9 00 do.....	do do.....	3 23 do
do Pork.....	15 00 do.....	do do.....	4 30 do
do Hams.....	10 00 per 100 lbs.....	do do.....	3 58½ per 100 lbs.
do Bacon.....	9 00 do.....	29½ do.....	2 68 do
Paper,—	.....	.....	.....
Letter and Printing.....	2 50 per room.....	35½ do.....	89 cents per room.
Wrapping, common, small size.....	6 25 do.....	do do.....	9 do do
Potatoes.....	2 50 per barrel.....	29½ do.....	74½ do per barrel.
Salt.....	3 75 per 400 lbs.....	do do.....	\$1 87 per 200 lbs.
Lumber, viz:	.....	.....	.....
Boards, White and Yellow Pine and Scantling.....	20 00 per 1000 feet.....	do do.....	\$5 96 per 1000 feet.
do grooved and tongued.....	.....	.....	8 97 do do
Oakum.....	\$ 4 00 per 100 lbs.....	35½ per cent.....	1 43 per 1000 lbs.
Staves of all kinds.....	25 00 per 1000.....	29½ do.....	7 44 per 1000.
Shooks, hhds.....	1 00 each.....	do do.....	0 30 each.
do box.....	75 do.....	do do.....	0 22½ do
Shingles.....	3 75 per 1000.....	do do.....	1 12 per 1000.
Soap, bar.....	8 00 per 100 lbs.....	35½ do.....	2 87 per 100 lbs.
Tallow.....	7 00 do.....	29½ do.....	2 16 do
Spirits, viz: Whiskey.....	.....	.....	11 72 per 40 gallons.
Tongues, Smoked.....	\$7 00 per 100 lbs.....	29½ per cent.....	2 09 per 100 lbs.

The Custom House allowance for Breackage on bottled Ale, Beer, or Cider is 5 per cent. on invoice; on Butter, Lard, and Tallow the tare allowed is 16 per cent. when coopered with wooden hoops, and 20 per cent. when coopered with iron hoops; on Nails 12 per cent., 11 per cent. tare on tierces, and 2 lbs on the sacks. Purchasers are allowed 7 per cent. on tierces, and nothing on sacks. The tare allowed on packages of Fish is 10 per cent. On barrels of Beans, Bran, and Oats, 20 lbs. per barrel.

The allowance to the purchaser of Boards is 5 per cent. for splits.

The following named articles are free of duty when imported into Cuba:—Machinery and utensils for sugar plantations, Plants and Trees, Stallions, Mares, and Jacks, Coal and Coke, Leeches, Bark for tanning, Dividivi, Rice Mills, Ice, Gold and Silver, Paving Stones.

Articles not named in the tariff pay the duty of those articles which they most resemble. In the ports of Havana and Matanzas, all liquors pay, over and above the duty quoted, 50 cents per pipe, 25 cents per half pipe, and 12 cents per demijohn, or dozen bottles, for the Orphan Asylum.

Imported goods arriving in a state of damage can be sold at public auction under supervision of the customs officers; and, should they sell for less than their valuation in the tariff, the duty is collected on the prices they may bring. Flour, paying a fixed duty, is excepted from this benefit. Foreign products that have paid an import duty can be exported free.

Goods, not perishable in their nature, can be deposited in Government warehouses, paying $1\frac{1}{2}$ per cent. entry, and 1 per cent. clearance therefrom, without other duty if exported. If imported for consumption, they pay the same duty as if they had not been warehoused. Should they remain in the Government stores for a longer term than one year, $2\frac{1}{2}$ per cent. on the valuation must be paid for every year, or part of a year, they may so remain. Goods imported in any Spanish vessel under sixty, or Foreign vessel under eighty tons burden, cannot be warehoused.

No allowance will be made on jerked beef for damage over 6 per cent., if imported from the United States, or 14 per cent., if imported from South America, unless the beef is so much damaged as to be worthless; in which case it must be thrown into the sea, and duty paid on the actual quantity imported.

The above table shews only the duties charged upon the principal articles produced and manufactured in British North America, when imported into Cuba in other than Spanish vessels; when imported in Spanish vessels the duties are 9 per cent. less than on those charged $29\frac{1}{2}$ per cent., and 10 per cent. less on those charged $35\frac{1}{2}$ per cent.

The article of Flour is exceptionally treated in the tariff, and the regulations referring to it are as under:—

1st. National flour from Spanish ports and in Spanish bottoms, imported into Cuba, will be free from duty.

2nd. Flour proceeding from other countries or shipped in foreign bottoms, will pay, each barrel weighing 92 kos., nearly equal to 200 pounds Spanish weight, the duty, viz:

National flour from Spanish ports in foreign bottoms.....	\$1 00
Foreign flour in Spanish bottoms from foreign ports, excepting the United States	3 50
Foreign flour in Spanish bottoms from the United States as long as the record or Act 30th of June, 1834, will be in force, referring to the tonnage dues of Spanish vessels.....	} 4 00
Foreign flour in foreign bottoms.....		3 00

These rates practically prohibit the importation of flour from any other countries but Spain.

A similar remark applies to the registry of foreign shipping in Cuba. It is not altogether prohibited, as it is in the United States, but the rates are so high that they might as well be so. They are:

On vessels above 400 tons.. \$6 00 a ton
 Note.—No vessels are admitted between 100 and 400 tons.

On vessels under 100 tons..... \$8 00 a ton
 Note.—They are not always admitted even at that rate or at any rate.

There are besides Judiciary charges which may amount to several hundred dollars for each vessel.

EXPORT DUTY.

There is besides an export duty levied in the same way as the import duty, of from 5 to 7½ per cent. on a fixed valuation. These rates amount, on the principal staples of exports, to the following sums:—

Coffee, washed and pulped.....	\$0 23	per 100 lbs.
do unwashed.	0 23	“
Cocoa.....	0 16	“
Sugar, Muscovado.....	0 20	“
do Clayed.....	0 20	“
Molasses, including cask.....	0 25	per 150 gals.
Rum.....	0 25	per cask.
Honey, including cask.....	0 02	per gal.
Tobacco, ¾ wrapper ¼ filler.....	1 75	per 100 lbs.
Cigars.....	0 75	per mil.

IMPORTS AND EXPORTS.

As previously stated, the official tables of imports and exports are not to be depended on. It therefore does not appear necessary to reprint them here in detail, but the following figures respecting the Trade of various ports, compiled from commercial data, are supplied instead:—

COMPARATIVE table of the Export of Sugar and Molasses, from the principal Ports of Cuba.

	SUGAR—IN BOXES—CLEARED FROM											DESTINATION.					TOTAL.		
	Havana.	Matanzas.	Cardenas.	Sagua.	Remedios.	Nuevitas.	St. Jago.	Trinidad.	Cienfuegos.	Total.	United States.	Great Britain.	North of Europe.	France.	South of Europe.	Other Parts.	Boxes.	In Tons.	
1865.																			
In 1864.....Boxes	1119917	250342	24963	2230	.....	3	1490	10810	6496	1406251	160926	622508	58304	242226	268762	33525	1406251	267198
1865.....Boxes	1171676	296155	30968	936	39	41	3593	12006	1918	1507632	493056	428796	73033	212875	268826	31049	1507632	286478	
	SUGAR—IN HHDS.																		
In 1864.....Hhds.	16804	52755	52742	69937	30734	15916	40827	30976	73994	394707	248785	109149	3028	4724	2626	16445	384707	237557	
1865.....Hhds.	19095	63833	62598	81463	35037	15600	35522	36655	82069	431952	338678	76525	4654	4082	1640	6373	431952	236893	
	MOLASSES—IN HHDS.																		
In 1864.....Hhds.	13699	89950	75307	29235	11344	10011	51	11655	33493	262775	205577	29641	817	1032	216	25492	262775	170804	
1865.....Hhds.	11497	84156	91509	26151	12561	9173	201	14661	35485	285424	226579	33597	2854	2823	463	20078	285424	185525	

COMPARATIVE STATEMENT OF IMPORTS AT HAVANA.

YEARS.	CODEFISH.—QUINTALS.				FLOUR.—BARRELS.			
	British Provinces.	United States.	Europe.	Total.	Spain.	United States.	Total.	
1863.....	29,349	9,237	34,448	72,034	210,253	1,180	211,433	
1864.....	32,159	2,468	42,455	77,082	230,117	1,578	231,695	
1865.....	28,262	1,050	33,696	63,009	213,606	3,765	222,371	
	Lard. Quintals.	Boards. M. Feet.	Box. Shooks.	Hhd. Shooks.	Coals. Ton.	Coal Oil. Quintals.	Whale Oil. Quintals.	
	United States.	British North America.	United States and British North America.	United States and British North America.	English and American.	United States.	United States.	
1863.....	113,342	8,152	368,075	69,659	110,759	20,243	2,085	
1864.....	129,361	11,195	569,080	45,552	149,884	25,699	2,103	
1865.....	123,492	21,925	449,023	31,603	143,320	15,912	2,180	

YEARS.

RETURN OF BRITISH SHIPPING AT THE PORT OF MATANZAS IN THE YEAR 1865.
 Direct Trade in British Vessels, from and to Great Britain and British Colonies.

ENTERED.				CLEARED.			
Total No. of Vessels.		Total Tonnage.		Total No. of Vessels.		Total Tonnage.	
With Cargoes.	Total.	With Cargoes.	Total.	With Cargoes.	Total.	With Cargoes.	Total.
103	115	33,616	2,654	63	65	21,078	21,736
Total Value of Cargoes.				Total Value of Cargoes.			
£111,550				£331,120			

Indirect or Carrying Trade in British Vessels from and to other Countries.

ENTERED.				CLEARED.			
Number of Vessels.		Tonnage.		Number of Vessels.		Tonnage.	
With Cargoes.	Total.	With Cargoes.	Total.	With Cargoes.	Total.	With Cargoes.	Total.
59	69	14,581	3,372	117	118	29,703	30,059
1	1	1	345	2	2	478	478
4	28	1,141	7,937	33	35	1,805	13,743
3	1	496	632	1	1	255	255
16	16	3,600	3,600	1	1	285	285
1	1	371	371	1	1	.....	.....
1	1	155	155	.....	.....	.....	.....
2	2	432	432	.....	.....	.....	.....
68	122	16,650	15,916	126	163	32,241	46,625
Total Value of Cargoes.				Total Value of Cargoes.			
£152,750				£504,062			

Countries whence Arrived. United States..... France..... Coastwise..... South America..... Mexico..... Denmark..... Santa Domingo..... Spain.....

Countries whence Departed. United States..... France..... Coastwise..... Hamburg..... Denmark.....

Value of Cargoes. £504,062 11,500 3,200 7,500

Return of British and Foreign Shipping at the Port of Matanzas in the year 1865.

Nationality of Vessels.		E N T E R E D .			C L E A R E D .			Total.			
		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	Vessels.	Tons.		
		Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.		
British	171	50,266	18,600	237	68,866	189	53,219	39	15,042	228	68,361
Spanish	173	30,672	5,981	190	36,653	168	30,240	8	1,440	176	31,680
United States	177	50,003	15,204	229	65,207	186	48,462	33	10,919	219	59,411
Danish	1	190	.....	1	190	1	190	.....	.....	1	190
French	4	1,826	351	5	2,177	5	2,177	.....	.....	5	2,177
Russian	1	220	715	3	935	5	1,715	.....	.....	5	1,715
Bremen	4	1,519	.....	4	1,519	3	804	.....	.....	3	804
Hanoverian	2	364	253	3	617	2	599	.....	.....	2	599
Norwegian	5	2,004	510	6	2,514	6	2,514	.....	.....	6	2,514
Swedish	2	794	535	3	1,329	2	794	.....	.....	2	794
Prussian	2	112	.....	2	112	2	112	.....	.....	2	112
Oldenburg	3	438	.....	3	438	2	438	.....	.....	2	438
Italian	.....	.....	352	1	352	1	352	.....	.....	1	352
Mexican	1	543	179	2	722	2	722	.....	.....	2	722
Dutch	1	177	427	3	604	3	604	.....	.....	3	604
	547	139,128	43,107	701	182,235	578	143,072	80	27,401	658	170,473

Return of Foreign Shipping, engaged in the Direct and Indirect Trade, at the Port of Matanzas in the year 1865.

		E N T E R E D .				C L E A R E D .							
Nationality of Vessels.	Direct Trade.		Indirect Trade.		Total.		Nationality of Vessels.	Direct Trade.		Indirect Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.		Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
United States.....	194	54,702	35	10,505	229	65,207	201	54,207	18	5,204	219	59,411	
Spanish.....	114	20,520	85	16,133	199	36,663	95	17,100	81	14,580	176	31,680	
Danish.....	1	580	4	1,597	5	2,177	1	190	.....	.....	1	190
French.....	1	580	3	935	4	1,515	4	1,826	1	351	5	2,177	
Russian.....	.....	.....	3	1,070	4	1,519	.....	.....	5	1,715	5	1,715
Bremen.....	1	449	3	1,070	4	1,519	.....	.....	3	804	3	804
Hanoverian.....	.....	.....	3	617	3	617	.....	.....	2	599	2	599
Norwegian.....	.....	.....	6	2,514	6	2,514	.....	.....	6	2,514	6	2,514
Swedish.....	.....	.....	3	1,329	3	1,329	.....	.....	2	794	2	794
Prussian.....	.....	.....	2	112	2	112	.....	.....	2	112	2	112
Oldenburg.....	.....	.....	3	438	3	438	.....	.....	3	438	3	438
Italian.....	.....	.....	1	352	1	352	.....	.....	1	352	1	352
Mexican.....	1	543	1	179	2	722	.....	.....	2	722	2	722
Dutch.....	.....	.....	3	604	3	604	.....	.....	3	604	3	604
	311	76,794	153	26,575	464	113,369	301	73,323	129	28,789	430	102,112	

REVISED TONNAGE DUES.

The following is a (free) translation of the recent Order issued by the Intendant General respecting Tonnage Dues:—

His Excellency the Intendant General of the Treasury, by Virtue of Royal authorization, dated 21st of December last, has been pleased to resolve that, from the 1st July next, the different Port Charges at present in force on all vessels arriving at this Island, shall be substituted by *one sole duty*, as follows:—

	Foreign.	National.
1st.—All vessels entering with cargo and clearing with cargo, shall pay per ton measurement.....	\$ 2 35	\$ 1 35
2nd.—All vessels entering with cargo and leaving in ballast.....	2 30	1 30
3rd.—All vessels arriving in ballast and clearing loaded.....	2 00	1 00
4th.—All vessels with coals, to the extent of, or exceeding the number of their Registered tons, even when loaded with other cargo.....	0 50	0 00
All vessels with coal only, but less than their Register tonnage shall pay on the quantity of coals they carry.....	0 50	0 00
And for every ton <i>unoccupied</i>	1 50	0 62
All vessels with less coal than their Register tonnage, and more over other goods, whatever the extent thereof, shall pay on the number of tons coals.....	1 35	0 73
And on the rest of the cargo.....	2 35	1 35
5th.—All vessels entering in ballast and clearing loaded with a full cargo of molasses.....	0 50	0 37
6th.—All vessels arriving in ballast and only loading produce of the country, per ton of cargo.....	2 00	1 00
And for every ton <i>unoccupied</i>	0 05	0 05
7th.—All vessels coming and leaving in ballast.....	0 05	0 05
8th.—All vessels arriving in transit or in distress.....	0 05	0 05
9th.—All steamers, engaged in the regular trade with this Island, of whatever flag or place of departure, shall be exempt from all dues, provided they neither bring nor take away more than 6 tons of cargo; and, when carrying a mail, they are to have all preference in clearance.		
10th.—All steamers under the foregoing circumstances, but bringing or taking away cargo exceeding the prescribed six tons, shall pay per foreign flag \$1.60 and \$0.62½ national flag.		
11th.—The Spanish Mail Steamers shall pay tonnage in accordance with their special contracts with the Government.		
12th.—All steamers not coming within schedules 9, 10 and 11, shall pay tonnage according to flag and place of departure, deducting the number of tons occupied by the Engine and Coal bunkers from the total tonnage."		

The above replace the following Port Charges, as levied heretofore, viz. :—

Tonnage Dues.	Register Dues.
Mud Machine do.	Custom House Entry and Clearance.
Health Officer.	Wharfage Dues.
Lighthouse do.	Discharge do.
Custom House Visit in and outwards.	

MISCELLANEOUS REMARKS.

Plank and Boards.—The white pine boards most suitable for the Cuban market are

10 inches and upwards wide, and 20 feet and upwards long, but cargoes averaging about 15 feet, are sometimes saleable. All to be free of wane. The yearly consumption of white pine boards at Havana is about 12,000,000 feet, and that of spruce scantling about 2,000,000. Spruce boards are not much used but small lots sometimes find buyers. The proportion of lumber imported into Havana from British North America in 1865 was 25 per cent. of the whole; in 1864, it was only 10 per cent. A commercial house at Havana furnished the following note for a cargo of pine lumber:—

10,000 feet,	2 × 3	} any length from 18 to 36 feet.
10,000 "	4 × 4	
25,000 "	3 × 4	} 16 @ 24 feet long.
30,000 "	3 × 5	
51,000 "	4 × 5	
10,000 "	4 × 6	} 20 @ 30 feet long.
10,000 "	4 × 7	
10,000 "	5 × 8	
10,000 "	5 × 7	
10,000 "	5 × 9	
10,000 "	5 × 10	
15,000 "	2 × 12	
<hr/>		
155,000		

Box Shooks.—The consumption of Sugar Box Shooks in Cuba is enormous, about 1,500,000 are annually required, of which about 700,000 are wanted for Havana, the rest for Cardenas, Matanzas, &c. Cienfuegos is no market for box shooks as few sugar boxes are made there. Box Shooks for Cuba are to be made of 1 to 1½ inch boards, the heavier the better; and St. John, New Brunswick, and Three Rivers Shooks are preferred to those from the State of Maine because they are heavier and stronger. Box Shooks from British America are getting more and more into the Cuban market. In 1864 only 19 per cent. of the 529,500 shooks, said to be imported from the United States and British North America, came from the latter; in 1865, 40 per cent. of the 648,500 imported were British American.

A House at St. Iago gave the following dimensions and quality of Cooperage Stuff, best suited to the St. Iago market:—

SUGAR SHOOKS (RED OAK SPLIT).

Diameter of head, 33 inches, English.
 Length of stave, 44 " "
 Thickness of stave, 1½ " "

RUM SHOOKS (WHITE OAK SPLIT, FREE FROM THE EXTERIOR SOFT PART).

Diameter of head, 29 inches, English.
 Bilge, " 34½ " " (outside).
 Length of Stave, 42 " "
 Thickness of " 1 " 1 line.
 Capacity, 120 wine gallons.

COFFEE SHOOKS (RED OAK SPLIT).

Diameter of head, 30 inches English.
 Length of stave, 42½ " "
 Thickness of " 1 " "

MOLASSES SHOOKS (RED OAK SPLIT).

Diameter of head, 30 inches English.
 Length of stave, 42½ " "
 Thickness of stave, 1 " 1 line.

HOOPS (WHITE OAK ^{and} _{or} HICKORY).

Two-thirds 14 feet, and one-third 12 feet.

Nails.—Large quantities of cut nails are consumed in Cuba, and those manufactured in the British Provinces have met with favor there. Large orders for them have been and are now being executed in Montreal. A recent shipment from St. John, New Brunswick, to Havana, has been found to contain poor nails mixed up with good ones, a practice which injures the reputation of all nails from British America. Care should be taken in the manufacture of the kegs, which are sometimes made too roughly, and consequently do not stand competition with those from the United States. Nails for Cuba must have round heads, flat ones being of no use in the market.

The best assortment for the Havana market is as follows:—

60 per cent. of 12d., 30 per cent. of 4d., and 10 per cent. of 10d.
Small lots of 6d., 8d., 20d., 30d., and 40d. may be included.

The nails for Cienfuegos should be 8d. cut nails, made of good tough iron and extra thick.

ACCOUNT SALES.

PRO FORMA Account Sales of 83,222 feet stg. Spruce received from St. John, New Brunswick.

	\$ cts.	\$ cts.
82,222 feet scantling spruce @ \$27½		2,288 60
CHARGES.		
Freight on 83,222 feet @ \$7 50	627 47	
Duty on do " 20 M., 29½ per cent. and 1 per cent. on the duty.....	495 92	
Attendance while discharging, 4 days at \$3, note of duties and boat hire.....	16 00	
Commission 2½ per cent. on \$2,288 60.....	57 21	
		1,196 60
Net proceeds.....		\$1,092 00

PRO FORMA Account Sales of 200 M. feet White Pine Boards received from St. John, New Brunswick.

	\$ cts.	\$ cts.
200,000 feet white pine boards landed.		
Less 1,500 " splits.		
198,500		
Do 9,925 5 per cent. usual deduction.		
188,575 feet net @ \$30.....		5,657 25
CHARGES.		
Freight on 200,000 feet @ \$7 50.....	1,500 00	
Duty on do " 20 M. 29½ per cent. and 1 per cent.....	1,191 80	
Attendance in discharging.....	25 50	
Boat hire and note of duties.....	4 50	
Commission 2½ per cent.....	141 43	
		2,863 23
Net proceeds.....		2,794 02

PRO FORMA Account Sales of 8,128 Box Shooks received from the British Provinces.

	\$ cts.	\$ cts.
8,128 sugar box shooks @ 8½.....		8,636 00
CHARGES.		
Freight @ 20 cents.....	1,625 60	
Duty at 75 cents, 20½ per cent. and 1 per cent. bal.....	1,816 30	
Boat hire and note of duties.....	6 50	
Commission 2½ per cent. on \$8,636.....	215 90	
		3,664 30
Net proceeds.....		\$4,971 70

Box shooks are generally sold on time, and in such a case, an additional guaranteed commission of 2½ per cent. is charged in the account sales

PRO FORMA Account Sales of 600 Kegs Nails from British North America.

	\$ cts.	\$ cts.
600 kegs nails cash @ \$7½.....		4,500 00
Duty \$7, 35½ per cent. and 1 per cent. balanza.....	1,505 91	
Freight @ 25 keg.....	150 00	
Receiving and delivering.....	41 50	
Commission 2½ on \$4,500.....	112 50	
		1,809 91
		\$2,690 09

This is the Tariff Duty. The duty actually paid does not as a rule amount to so much in consequence of the system of evading duties previously alluded to. The result of all these account sales would of course appear more favorable if the duty actually to be paid could be thus shewn.

MONEYS.

Formerly all mercantile accounts were kept in dollars and *reales* (a real being equal to 12½c.); but recently the decimal system has been adopted throughout the Island, and even in the Custom House, and all the Government or Public Departments accounts are now kept in dollars and cents.

The classification of money in Cuba is as follows:—

SILVER COIN.

Medio real <i>sencillo</i>	Half <i>dime</i> or 5c.
Medio real <i>fuerte</i>	Half real or 6½c.
Un real ".....	One "good bit," or 12½c.
Un real <i>sencillo</i>	A "dime" or 10c.
10 reales ".....	} One dollar.
8 reales <i>fuertes</i> . }	

GOLD COIN.

17 dollars (doublon).....	One ounce Spanish gold.
16 " ".....	One "Mexican or S. Amer.

There are halves, quarters, eighths, and sixteenths of the above-named gold coins, which are worth in proportion according to the fractions.

WEIGHTS.

Nearly every article that sells by weight is generally sold in Cuba by the *arroba* (quarter), or by the *quintal* (cwt.) The difference between Spanish and English or American weight is 2 per cent. against the latter, viz. :—

102 lbs. English or American is equal to 100 lbs. Spanish.	
25 lbs. Spanish weight.....	1 arroba.
100 " ".....	4 arrobas, or 1 quintal.
1 arroba of wine or spirits.....	4 1-10 English wine galls.
1 <i>fanega</i> (used in measuring salt, corn, &c., equal to about 3½ bushels).....	200 lbs. Spanish, or 204 English.

MEASURES.

Dry goods, timber, &c., are generally measured by *varas* (the Spanish yard), which is composed of 3 feet. A vara is equal to about 33½ English or American inches. In comparing with our national measures, it is as follows :—

108 Spanish <i>varas</i> , equal to	100 English or American <i>yards</i> .
140 " " ".....	100 French <i>aines</i> .

Molasses is generally sold by the keg of 5½ gallons, and put up in hhds. of about 110 gallons.

In the shipment of goods by the ton at the ports of this Island, the following quantities are generally understood :—

Sugar, in boxes.....	ton 2,240 lbs. to the ton.
" in hhds, tes. or brls.	" 2,000 "
Coffee, in sacks.....	" 2,000 "
Logwood	" 2,000 "
Tobacco, in bales.....	" 2,240 "
Cigars, in cases.....	" 40 cubic feet.
Cedar and Mahogany, in logs.....	" 40 "
Rum (Aguardiente).....	" 2 pipes of 125 gallons each.
Honey.....	" 224 gallons.

MARTINIQUE.

The Island of Martinique is a French possession. It was discovered by Columbus in 1493. It is of irregular form, high and rocky, about 45 miles long and varying from 10 to 15 miles wide. Its area is 382 square miles.

The loftiest summit, *Mont Pelée*, is 4,450 feet above the sea.

Extensive masses of volcanic rocks cover the interior, and extend from the mountains to the shores, where they form numerous deep indentations along the coast. Between the volcanic rocks, broad irregular valleys of great fertility occur. Those on the west side called *Basse Terre*, are more extensive, fertile and level than those on the east side, called *Cubes Terres*.

The climate is hot but not unhealthy, being tempered by regular breezes.

About two-fifths of the surface are under cultivation, the remainder being covered with trees and naked rocks.

For administrative purposes the Island is divided into two arrondissements, 14 cantons and 16 communes.

The Government is conducted by a Governor and privy Council of seven Members; and the Colonial Council consists of 30 Members.

The principal productions are sugar, coffee, cocoa, molasses, rum, cassia and logwood.

The principal town is St. Pierre, on the North west, where most of the commercial business of the Island is done; The Governor resides at *Port de France*. Both of these towns have good and capacious harbours; but the best is at Port Royal, on the south west side.

Martinique has the advantage of possessing a good College and Convent where not only the French and English languages are taught, but also the higher branches of education. It has fine churches, and an extensive public garden called "*Le Jardin des Plantes*." The convent, which is under the charge of nuns, has 250 girls, while the College, under the management of priests, had over 300 boys. Many of the most wealthy people send their children to the United States to be educated, in order that they may acquire the English language to greater advantage. The Roman Catholic religion is almost universal in the Island, and the French language almost exclusively in use.

The population of Martinique, on the 31st December, 1864, was:—

St. Pierre.....	21,525
Port de France.....	11,283
Trinité.....	5,650
Elsewhere.....	96,895
Emigrants.....	15,576
Garrison.....	1,021
Functionaries not householders.....	600
Total	152,550

The number of East India Coolie Emigrants on the Island is 7,250; African Emigrants, 7,023; and Chinese, 662.

PRODUCTIONS.

The number of Estates under cultivation is—

Sugar Estates.....	567
Coffee ".....	305
Cocoa ".....	112
Cotton ".....	21
Provisions and Fruits.....	5,495
	6,500
Potteries.....	12
Lime-kilns.....	58
	6,570

The labor on this Island is employed upon them as follows:—

Number of hands employed on the Sugar Estates.....	32,472
do do Provision do	17,570
do do Coffee do	1,282
do do In other Agricultural pursuits.....	7,657
do do At the Potteries.....	253
do do do Lime-kilns.....	368
do do In sundry domestic occupations.....	9,957
Total.....	69,559

The quantity of land cultivated is—

For the produce of Sugar.....	19,710	Hectares.
do Coffee.....	504	do
do Cocoa	517	do
do Cotton.....	178	do
do Tobacco.....	22	do
do Provisions, Fruit, &c.....	12,285	do
do Savannas (pastures).....	23,139	do
do Forest.....	19,236	do
Uncultivated Dependencies of Estates.....	14,772	do
do of doubtful ownership.....	8,419	do

98,782 or
244,151 English acres.

EXPORT TRADE.

The following are the principal articles of production of the French Islands of Martinique and Guadeloupe, exported therefrom during the year ended the 31st December, 1863:

		Martinique.	Guadeloupe.
Sugar.....	hogsheads	60,918	60,532
Molasses	gallons	22,293	67,645
Rum and Tafia.....	do	1,481,950	373,599
Coffee	lbs	72,300	920,000
Cotton	do	3,600	73,000
Cocoa	do	580,500	152,831
Cassia.....	do	815,825	290
Logwood.....	do	1,645,000	1,849,000

The Commissioners could not land at Guadeloupe on account of the prevalence of Cholera there, which was committing very great ravages among the population.

TARIFF.

The following is the Tariff of Duties on articles imported at Martinique, and which are produced in the British North American Provinces. Also, a list of cargo prices (February 16th, 1866), Port charges, &c., &c. :—

Duties.	Imports.	Cargo Prices, Duty Paid.
Dols. 0 56½	Alowives.....	Ⓕ barrel..... \$ 5 50
0 38	Beef, family.....	Ⓕ do
0 19	Do in ½ barrel.....	Ⓕ ½ barrel..... 12 08
0 38	Do mess.....	Ⓕ barrel..... 8 00
0 12½	Beans, white.....	Ⓕ 2 bushels..... 5 55
1 71	Candles, tallow.....	Ⓕ 100 lbs
0 28	Codfish	Ⓕ do
0 16½	Corn, yellow.....	Ⓕ 2 bushels
2 16	Cheese	Ⓕ 100 lbs.....
0 62½	Flour, Am. brand.....	Ⓕ barrel..... 8 25 to 8 30

Duties.	Imports.	Cargo Prices, Duty Paid.
0 05	Herrings, smoked.....	\$ box..... 0 50 to 0 60
0 56 $\frac{1}{2}$	Do pickled.....	\$ barrel..... 3 50
0 25	Hams.....	\$ 100 lbs..... 18 52
6 67	Horses.....	\$ head..... 100 to 130
* { 1 21 $\frac{1}{2}$	Lumber, W. P.....	\$ 1000 feet..... 23 to 24
1 21 $\frac{1}{2}$	Do spruce.....	\$ Do..... 18 00
0 45	Lard.....	\$ 100 lbs..... 19 00
5 75	Mules.....	\$ head..... 139 50
0 56 $\frac{1}{2}$	Mackerel.....	\$ barrel..... 11 to 12
0 19	Oxen.....	\$ head..... 60 00
0 02 $\frac{1}{2}$	Onions.....	\$ 100 lbs..... 4 16
Free.	Old Sugar Shooks.....	\$ each..... 1 39
0 20	Pork, mess.....	\$ barrel..... 25 00
0 12 $\frac{1}{2}$	Peas, B. E.....	\$ 2 bushels..... 3 00
0 03	Potatoes.....	\$ 100 lbs.....
Free.	Staves, R. O.....	\$ 1000 pieces.....
† { 0 21 $\frac{1}{2}$	Shingles, cypress.....	\$ do..... 3 50 to 5 00
0 18 $\frac{3}{8}$	Do W. P. and cedar.....	\$ do..... 2 50 to 3 00

PORT CHARGES, ETC.

Tonnage Duty.

Cargo of 2-3rds Lumber.....	\$ Ton,	\$ 0 29 $\frac{5}{8}$ cents.
“ over 1-3rd Provisions.....	“	0 53 $\frac{3}{4}$
Droghers, with any cargo.....	“	0 21
All vessels in ballast to load.....	“	0 3 $\frac{3}{4}$

Buoy Tax.

Per vessel, not drogher.....	\$ 0 93 cents.
“ drogher.....	0 55

Health Visit.

100 tons and under.....	\$ Vessel,	1 11
101 to 150 tons.....	“	1 67
151 to 200 “.....	“	2 22
201 tons and above.....	“	2 78

Pilotage.

30 tons and under.....	“	3 20
31 to 60 tons.....	“	6 48
61 to 100 tons.....	“	9 72
101 to 150 “.....	“	14 58
151 to 200 “.....	“	17 82
201 to 250 “.....	“	21 06
251 to 300 “.....	“	24 32
301 to 350 “.....	“	27 51
351 tons and above.....	“	30 79

* From the British Provinces in British vessels, and from the United States in American vessels, with certificate, 54 $\frac{1}{2}$ c.

† From the British Provinces in British vessels, and from the United States in American vessels, with certificate, 7c.

‡ American gold and French gold and silver are the current coins.

Interpreter.

20 tons and under.....	per vessel,	1 85
21 to 40 tons.....	"	2 78
41 to 60 ".....	"	3 70
61 to 80 ".....	"	4 63
81 to 100 ".....	"	6 48
101 to 150 ".....	"	7 40
151 to 200 ".....	"	8 33
201 tons and over.....	"	11 11

General Charges.

Pass-paper.....	For each vessel,	1 11
Permit.....	"	0 95

Ballast.

Stone..... 1 ton, 1 00

Vessels trying the market can come in and stay 3 days by paying only \$2 10, pilotage included.

Wharfage.

Bags.....	1 c. each.
Barrels.....	2 "
Casks.....	5 "
Lumber.....	12 c. per M.
Staves.....	15 "
Shingles.....	2 "

All sales of lumber made at Martinique are at four months, and of provisions at 4 and 5 months. Molasses, sugar, rum, coffee and cocoa are sold for cash.

THE ISLAND OF HAYTI.

Santo Domingo or Hayti is one of the richest and most beautiful of the West India Islands. It is 396 miles long, and in its broadest part 163 miles wide. Its area, including the Islands of Tortuga, Gonaive, &c., 27,690 square miles.

It is intersected by three mountain chains, between which are extensive valleys, plains, and savannas. The principal central chain, called Cibao, is 7,200 feet high.

This beautiful island is now, and has been since 1842, divided into two Republics, one called Santo Domingo and the other Hayti.

The Commissioners could only visit the latter, and must therefore limit their observations to this part alone.

THE REPUBLIC OF HAYTI.

The portion of the island which constitutes Hayti is the west end, which has an area of about 10,081 square miles, or about two-fifths of the whole.

Its population is computed by the best authorities at 1,000,000, almost exclusively of African origin, but no census has been taken for many years.

The country is interspersed with fertile plains and valleys, is well watered and yields spontaneously many valuable products; among these may be particularly mentioned various kinds of dye-woods and drugs. The cultivated staples are Coffee, Cotton, Tobacco, and, in a minor degree, Sugar, Cocoa and Indigo.

Nowhere is tropical vegetation more luxurious. Majestic mahogany, fistic, satin-wood and cayac (*lignum vitæ*) trees abound in the mountains and furnish the principal exports of the country of that kind.

The cultivation of cotton is largely increasing year by year, whilst that of sugar has so fallen off as to have ceased to be an article of export, and its production is only about equal to what is needed for home consumption.

The mineral resources of Hayti are various and rich, and include gold, platina, silver, quicksilver, copper, iron, tin, sulphur, manganese, antimony, rocksalt, &c. Unfortunately none of these are now articles of export.

The Republic is divided into six departments, sub-divided into *arrondissements* and *communes*. By the constitution the Sovereign power is recognized to be in the people and the Executive is placed in the hands of a President who is elected for life; the Legislature is composed of a Chamber of Commons and a Senate termed collectively the National Assembly. The highest judicial power is placed in a Court of *Cassation* which is the tribunal of appeals, and various inferior Courts. The laws are based on the *Code Civil* of France. The whole patronage, Civil and Military, rests with the President.

The people profess the Roman Catholic religion; but others are tolerated. No white people are permitted to hold real estate, and the Laws generally are adverse to the settlement of white people on the Island. The language universally used is French, which the educated portion of the community speak with accuracy.

IMPORTS FROM THE UNITED STATES.

The United States appear to have carefully cultivated Trade with the island while other nations appear to have neglected it. It will perhaps surprise many of our merchants to hear that the value of the United States export of Dried Fish to Hayti and St. Domingo is greater than to all other countries combined, the figures being in 1863-4:—

To St. Domingo and Hayti.....	Qtls.	85,315	\$511,794
“ Spanish W. Indies.....	“	36,580	149,516
“ Holland and Dutch Colonies.....	“	28,080	91,884
“ Other countries.....	“	42,530	214,724
		<hr/>	<hr/>
		192,505	967,918

The Americans also sent more Pickled Fish to Hayti than to any other country. The figures are :—

	Brls.	Kegs.
To St. Domingo and Hayti.....	33,453	466
“ British West Indies.....	11,309	1,132
“ British East Indies.....	2,161	6,172
“ All other countries.....	26,833	4,420
	<u>73,756</u>	<u>12,190</u>

The United States find in St. Domingo their best customers (after the British Provinces in North America) for Pork. Their exports were :—

To British N. America.....	Brls.	125,694
“ St. Domingo and Hayti.....	“	55,279
“ British W. Indies.....	“	46,673
“ England, Scotland and Ireland.....	“	43,615
“ Spanish W. Indies.....	“	22,681
“ All other countries.....	“	23,655
		<u>317,597</u>

Their exports of Soap, in the same year, were :—

To Hayti and St. Domingo.....	lbs.	2,678,313
“ Mexico.....	“	1,414,995
“ New Grenada and Venezuela.....	“	1,006,157
“ Spanish West Indies.....	“	756,335
“ Brazil.....	“	460,928
“ British West Indies.....	“	445,037
“ All other countries.....	“	1,413,323
		<u>8,175,088</u>

Their exports of Flour to the island were no less than 128,624 barrels; of Plank and Boards, 6,302 M. feet; of Shingles, 9,114 M.; of Butter, 361,277 lbs. And their total exports of their own produce and manufacture were by themselves set down at no less than \$1,272,864. Their imports from the island were, in the same year, stated to be of the value of \$2,032,712.

The products of the country are not sufficiently appreciated in British America. Its Coffee crop*, for instance, is greater than that of any other country in this hemisphere, except Brazil, the average being no less than 23,000 tons.

TRADE.

The Commissioners, through the civility of President Geffrard, and the kindness of

* The annual average production of the various Coffee producing countries, from 1856 to 1864, inclusive, was :—

Brazil.....	151,730 tons.
Java and Sumatra.....	61,370 “
Ceylon.....	29,860 “
Hayti and St. Domingo.....	23,210 “
Venezuela.....	15,870 “
Cuba.....	5,670 “
Porto Rico.....	5,780 “
Jamaica.....	2,010 “
Dutch and French West Indies.....	1,000 “
New Grenada and Guatemala.....	900 “
Costa Rica.....	4,900 “
Africa and Arabia.....	2,360 “
Bombay, Madras, and the Malabar Coast.....	5,000 “
Singapore and Macassar.....	1,970 “
Manilla.....	1,370 “

Mr. Elie, the Minister of Finance and Commerce, and of Mr. Spencer St. John, the British *Chargé d'Affaires*, obtained the following interesting information with regard to the trade and financial position of Hayti, which may be looked upon as reliable:—

Its import trade continues to shew a fair increase, having risen from \$8,715,260 (gold dollars) in 1863, to \$10,226,665 in 1864, in which the United States hold the first position; their trade having increased from \$3,813,610, to \$4,971,330. Their cargoes consist almost entirely of provisions and lumber.

England occupies the second position, having introduced goods to the value of \$2,518,150 in 1863, and \$3,133,120 in 1864. France stands the third and shews \$1,278,735 in 1863; \$1,368,890 in 1864.

The great increase of trade with the United States arises from the bad provision crops from which Hayti has suffered during the last two years. This local scarcity partly arises, also, from the increase in cotton cultivation, to the neglect of vegetable gardens, which has already told in the markets, where the prices of the necessaries of life have risen to so great a height as to produce much misery among the poorer classes. The increase of the trade with England arises from the corresponding increase in the shipments of cotton from Hayti and the very high price of the latter commodity, which placed a large amount of funds in the hands of the inhabitants of certain districts. The import trade from England consists principally of piece goods and hardware, while that from France consists of wines, articles of clothing, and preserved provisions.

The exports of Hayti during the last three years are shewn by the following Statement:—

Articles Exported.	1863.	1864.	1865.
Coffee	71,712,345 lbs.	45,168,764 lbs.	49,705,458 lbs.
Cotton	2,217,769 "	3,237,594 "	3,619,049 "
Cocoa.....	2,338,400 "	1,339,941 "	1,895,473 "
Mahogany.....	2,016,557 feet.	2,369,501 feet.	2,070,018 feet.
Campeachy, or Logwood.....	116,669,400 lbs.	153,235,100 lbs.	84,296,530 lbs.
Yellow wood.....	38,675 feet.	77,400 feet.	51,075 feet.
Brazil Wood, or Maiden Plum.....	17,550 "	75,475 "	57,900 "
Lignum Vitæ, or Cayac.....	231,100 "	4,222,500 "	10,732,750 "
Hides	3,243 sides	23,857 sides.	16,453 sides
Yellow Wax.....	35,821 lbs.	205,327 lbs.	83,975 lbs.
Honey	70,215 "	58,640 "	25,179 "
Castor Oil Tree Seed.....	.....	40,021 bags	1 bag.
Cotton Tree Seed.....	.....	39,640 "	38,047 "
Lignum Vitæ Gum.....	.....	.....	11 bar.
Tortoise-Shell	661 lbs.	1,330 lbs.	1,038 lbs.
Rags.....	30,773 "	11,650 "	2,100 "
Tobacco in Leaf.....	.....	1,056,859 "	667,498 "
Orange Peel.....	29,246 "	76,804 "	100,500 "
Fistue Nuts (Pistaches).....	.....	8,000 "	437 "
Old Brass.....	9,410 "	9,363 "	9,915 "

This statement presents some curious features. The principal article of commerce in Hayti is undoubtedly Coffee, and on the amount of this crop the island is in a great degree dependent. As the careful cultivation of this shrub receives very little attention, its produce varies exceedingly.

It may be observed that an export duty being paid on Coffee, a large amount leaves the country by irregular channels. The total is, of course, not known, although it is stated to be very large.

As before mentioned, the cultivation most attended to is that of cotton, which has increased and is augmenting rapidly. The Government have removed the export duty of 1d. per lb., which has given much satisfaction to the trade, the unwise policy of placing an export duty on logwood has paralyzed the trade in that article, which at the present time, is almost unsaleable.

The Commissioners were unable to obtain the amount of the exports to each different

country, but ascertained that the whole export trade had decreased from \$12,290,000 in 1863, to \$9,475,000 in 1864. It cannot be denied, that however rich in natural resources the island may be, its productiveness seems to have been gradually decreasing.

PRICES.

The average value of the different articles of export varied as follows:—

	1863.			1864.		
	£	s.	d.	£	s.	d.
Coffee.....	2	9	3½ strg.	2	5	0 per 100 lbs.
Logwood.....	1	2	9 "	0	17	10 per 1000 fect.
Cotton.....	0	1	4 "	0	2	0 per lb.
Cocoa.....	1	9	4 "	1	6	0 per 100 lbs.

The Revenues of the Republic arise principally from Import and Export Duties which reached

In 1860.....	\$2,558,330
1861.....	2,319,165
1862.....	2,830,000

and which are principally levied on manufactured goods and on the export of coffee.

Minor taxes and the sale of public lands produced in 1862, about \$131,705.

Notwithstanding these large revenues, there has been, for a considerable period, a deficit every year, which has been met by a constant issue of paper money, viz:

In 1859 to the amount of.....	\$ 151,380
1860 do	179,520
1861 do	405,965
1862 do	407,415

Total issues in the four years..... \$1,144,280

Of which there remained in hand on January 1st..... 399,170

The difference, viz: \$745,110, represents the deficits during the last four years.

In the Budget of 1864, which has lately been laid before the Chambers, the expenses are estimated as follows:—

Finance and Commerce.....	\$ 338,880
Foreign Office.....	859,140
War and Marine.....	691,805
Interior and Agriculture.....	858,460
Public Instruction.....	224,125
Justice and Public Worship.....	138,570

\$3,110,980

The receipts are expected to reach—

From Customs Duties.....	\$2,820,250
Minor Receipts.....	123,625

\$2,943,875

Leaving a deficit of..... 167,105

To meet this deficit the Minister of Finance proposes to add ten per cent. to the export and import duties which, it is estimated, will produce \$282,025, leaving a surplus of \$114,915.

The national debt of Hayti consists of certain sums due to France, as:—

The Indemnity to France..	£ 924,000 sterling.
The Debt.....	512,000 do

Total external debt.....	1,436,000 do
Internal debt.....	1,715 do

Total £1,437,715

The Indemnity to France is being paid off in five yearly instalments of £120,000, and five others of £64,000, with an extra £4,000 the last year.

The debt to France is being cleared off by 16 yearly payments of £22,000.

The indemnity it is thought will be extinguished by 1873, and the debt by 1879, if no more insurrections occur.

The currency of the country is the *gourde* or paper dollar, which fluctuates in value, and is now much depreciated owing to the large circulation of that currency. It was exchangeable in April, 1866, at the rate of 18 Haytien *gourdes* or paper dollars to one Spanish dollar.

The exchange averaged during the year 1864, 224 Haytien *gourdes* or dollars per double of 16 dollars, against 204 *gourdes* in 1863.

TARIFF.

The following is the Tariff of duties on the articles most likely to be exported from British North America:—

	Spanish Money.
Apples, per barrel.....	\$ 0 40
Beer, in hhds. of 60 gallons.....	2 00
do in half hhds. 30 gallons.....	1 00
do per dozen bottles.....	0 25
Butter, per quintal.....	1 00
Bricks, per 1,000.....	0 50
Brooms, hair or corn, per dozen.....	1 00
do do hand, per dozen.....	0 50
Buckets, wooden, each.....	0 12
Beef, salted, per barrel.....	1 50
do smoked, per quintal.....	1 50
Biscuit, white, per quintal.....	0 75
do common, do.....	0 37
Boots, fine, per pair.....	1 50
do half, do.....	0 75
do common do.....	0 50
Candles, tallow, per lb.....	0 02
Coal, per hhd., each.....	1 00
do per brl., each.....	0 20
Corn, Indian, in grain, per brl.....	1 00
Cheese, of any quality, per lb.....	0 02
Carriages—Coaches and Caleches, each.....	10 00
Gigs, each.....	5 00
Tilburys, each.....	5 00
For children, with springs, each.....	0 50
Carriages taken to pieces, 20 per cent. <i>ad valorem</i> .	
Fish.—Mackerel, per barrel.....	0 50
Codfish, pickled, per quintal.....	0 40
Herrings, salted, per barrel.....	0 50
do smoked, per box.....	0 06
Sardines, per barrel.....	0 50
Salmon, per barrel.....	1 50
do per half barrel.....	0 75
do per quarter barrel.....	0 37
Flour.—wheaten, per barrel.....	1 50
Indian Corn, do.....	1 00
Rye, do.....	1 50
Hay, per bale.....	0 30
Horses, Stallions and Geldings.....	Free.
Harness, 20 per cent. <i>ad valorem</i> .	
Hams, per lb.....	0 02
Lumber, pine (free until 28th February, 1868), per 1000 feet.....	1 75
do oak, do do.....	3 50

	Spanish Money.
Matches, per gross.....	\$ 0 02
Mutton, salted, per barrel.....	2 00
Oils, burning, per gallon.....	0 05
Onions, per quintal.....	1 00
Oats, per barrel.....	0 30
Potatoes, per barrel.....	0 40
do in small baskets.....	0 06
Shingles, free until 28th February, 1868.	
Soap of every quality, per 100 lbs.....	1 25
Shovels, iron, per dozen.....	0 75
Tallow, per lb.....	0 01

N.B.—A temporary duty of 10 per cent. on the amount of duties as above has been added for the purpose of extinguishing the public debt.

In consequence of a very disastrous fire which lately occurred at Port au Prince, the capital of Hayti, which reduced to ashes more than one half of the most valuable portion of the city, the Government have determined that all building materials of wood shall be admitted free of any duty, for two years from the 28th February, 1866.

SHIPPING.

The number of vessels entered and cleared at the Haytien ports, is shown in the annexed table:—

<i>Entered.</i>	
Year, 1863.....	703 Vessels.
do 1864.....	745 do
do 1865.....	562 do
<i>Cleared.</i>	
Year, 1863.....	794 Vessels.
do 1864.....	707 do
do 1865.....	548 do

DETAIL BY FLAGS.

Entered.				Cleared.			
Nationality.	1863.	1864.	1865.	Nationality.	1863.	1864.	1865.
French.....	126	130	93	France.....	107	137	
English.....	292	365	311	England.....	114	328	
American.....	152	90	65	Germany.....	30	20	
Hamburg.....	23	14	13	United States.....	371	89	
Danish.....	27	37	18	Belgium.....	2		
Dutch.....	25	25	17	Italy.....	6	4	
Hanoverian.....	12	11	5	Spain.....	3	12	
Bremen.....	11	7	3	Denmark.....	1	35	
Haytian.....	10	19	5	Antilles (adjoining islands).....	90		
Prussian.....	6	2	4	America (Eng. continental).....	2		
Oldenburg.....	4	6	4	do (South).....	2		
Italian.....	4	4	3	Hayti.....		21	
Spanish.....	3	17	9	Hanover.....		9	
Norwegian.....	3	13	4	Holland.....		22	
Russian.....	2		3	Oldenburg.....		7	
Argentine.....	1			Prussia.....		4	
Belgian.....	1			Sweden.....		14	
Portuguese.....	1			Venezuela.....			5
Venezuelian.....		5	1	Expedited to Jamaica.....	43		
Sweden.....			3	do England.....	16		
Mecklenburg.....			1	do United States....	7		

CARGO MANIFESTS AND ACCOUNT SALES.

For the information of Traders the following Manifests and Account Sales of actual cargoes are appended :

REPORT AND MANIFEST of the Cargo laden at the Port of Boston, on board the Schr. —, —, Master, bound for Port au Prince (Hayti).

Packages or articles in bulk.	Contents or Quantities.	Value at the Port of Exportation.
		\$ cts.
Pork.....	75 Barrels	2,625 00
Chairs.....	8 Boxes.....	108 40
Matches.....	10 Cases—246 gross.....	147 60
Alowives.....	95 Barrels and 10 half.....	805 00
Boards.....	10321 Feet.....	238 99
Shingles.....	40 M.—160 bundles.....	170 00
Codfish.....	30 Drums—qtls. 117 2 4.....	955 99
Codfish.....	15 do —qtls. 63 1 8.....	425 78
Butter.....	30 Kegs and 2 cases—960 lbs.....	318 00
Tobacco.....	10 Bales—600 lbs.....	160 00
Oil.....	10 Barrels and 65 cases—1,051 gallons.....	648 00
Glass Ware.....	2 Packages.....	132 00
Cordage.....	17 Coils—1,163 lbs.....	276 00
Bunting.....	4 Pieces (in 1 package).....	56 00
Potash.....	1 Cask—591 lbs.....	64 00
Waste (Cotton).....	2 Bales—359 lbs.....	116 00
Brushes.....	1 Box—10 dozen.....	158 00
Nails.....	10 Kegs—1,000 lbs.....	76 00
Wire.....	1 Box—100 lbs.....	67 00
Oakum.....	10 Bales—500 lbs.....	56 00
Rosin.....	1 Barrel.....	6 50
Tallow.....	2 Barrels—452 lbs.....	66 00
Oil (Fish).....	1 Barrel—42½ gallons.....	61 50
Oil (Linsced).....	6 Barrels—242 do.....	422 00
Butter.....	75 Kegs—1,648 lbs.....	497 00
Blocks.....	72 Blocks.....	68 00
Hakefish.....	42 Drums—qtls. 201 2 8.....	1,015 83
Codfish.....	18 do —qtls. 75 1 24.....	527 39
Mackorel.....	1 and ½ Barrels.....	18 00
Soap.....	250 Boxes—3,500 lbs.....	385 00
Codfish.....	100 Drums—qtls. 601 1 18.....	4,508 71
do (French in Bond).....	50 do —qtls. 276 3 11.....	2,353 20
Alowives.....	67 Barrels.....	579 50
Butter.....	70 Kegs—1,702 lbs.....	595 70

REPORT AND MANIFEST of the Cargo laden at the Port of Boston, on board the Schr. —, —, Master, bound for Jeremie (Hayti).

Packages or articles in bulk.	Contents or Quantities.	Value at the Port of Exportation.	
		\$	cts.
Codfish.....	30 Drums—qtls. 147 2 22.....	1,107	72
Herrings.....	500 Boxes.....	300	00
Pork.....	10 Barrels.....	297	50
Flour.....	113 do.....	1,673	50
Cheese.....	25 Boxes—744 lbs.....	178	56
Butter.....	2 Cases—240 “.....	79	20
Lard.....	42 do—5,004 “.....	1,136	49
Soap.....	1,000 Boxes—14,000 lbs.....	1,540	00
Candles.....	100 do—1,000 “.....	185	00
Kerosene Oil.....	12 Barrels.....	285	40
Linseed Oil.....	2 do—619 lbs.....	121	74
Rosin.....	1 Barrel—294 “.....	8	40
Pitch.....	1 do.....	7	00
Gum Arabic.....	2 Half Barrels—191 lbs.....	134	30
Paint.....	24 Kegs—600 lbs.....	63	00
Hardware.....	10 Cases and 31 Kegs.....	505	54
Nutmegs.....	1 Box—63 lbs.....	44	10
Lamp Chimneys.....	4 Casks—80 dozen.....	64	40
Castor.....	1 Box containing 1 Castor.....	15	00
Raisins.....	100 Qr. Boxes.....	90	00
Tobacco.....	40 Hf. Bales and 25 Bales and 1 Box—4,553 lbs.....	1,180	85
Lumber.....	30,185 Feet Board and Scantling.....	822	16
Shingles.....	125 Bcls.—31½ M.....	171	86
Matches.....	26 Trunks—445½ gross.....	461	43
Vegetables.....	19 Barrels.....	58	50
Bricks.....	17 M.....	204	00
Indigo.....	2 Buckets—50 lbs.....	63	50
Hats.....	5 Cases—30½ dozen.....	319	25
Confectionery.....	4 do.....	195	50
Bread.....	5 Barrels—462 lbs.....	31	53
Cotton Webbing.....	1 Case.....	39	00
Almonds.....	2 Barrels and 1 half barrel—227 lbs.....	88	90
Rose Water.....	6 Cases—6 dozen.....	20	25
Lamps.....	1 Barrel.....	7	85

ACCOUNT Sales of a Cargo of Provisions at present prices in Currency Dollars.

	\$	cts.	\$	cts.
100½ Barrels Flour.....	100	00	10,000	00
200 do.....	200	00	40,000	00
100 Barrels Mess Pork, fat.....	600	00	60,000	00
100 Tin firkins of Lard, 20 lbs. each, 2000 lbs.....	5	50	11,000	00
50 Drums Codfish, 20000 lbs.....	120	00	24,000	00
50 Barrels Mackerel.....	260	00	13,000	00
100 Jars of Butter, 10 lbs. each, 1000 lbs.....	6	00	6,000	00
200 Boxes of Soap, 20 Bars each.....	30	00	6,000	00
100 Bags of Rice, 80 lbs. each, 8000 lbs.....	1	00	8,000	00
50 Barrels of Herrings.....	150	00	7,500	00
25 Boxes of Sugar, 2600 lbs.....	3	00	7,800	00
10 Barrels of Crushed Indian Corn.....	70	00	700	00
20 do Oats.....	70	50	1,400	00
20 Kegs of Family Beef, 28 lbs. each.....	120	00	2,400	00
50 Coils of Rope for Cotton Bales.....	250	00	12,500	00
800 Pieces of Scantling, contg. 25000 feet.....	600	00	15,000	00
1,200 do Lumber, do 20000 do.....	600	00	12,000	00
60 Bundles of Shingles, 200 each.....	40	00	2,400	00
300 Boxes of Soap, 20 Bars each.....	30	00	9,000	00
			248,700	00

Account Sales of a Cargo of Provisions, &c.—Continued.

LESS—DUTIES.		\$	cts	\$	cts
250 Barrels of Flour.....at P.	1 50	375	00		
100 do Pork	" 1 50	150	00		
2,000 Lbs. of Lard	" 1 50 p. cent.	30	00		
20,000 Lbs. of Codfish.....	" 40 00 p. cent.	8	00		
50 Barrels of Mackerel	" 0 50	25	00		
1,000 Lbs. Butter	" 0 01	10	00		
1,000 Lbs. of Soap.....	" 1 25 p. cent.	125	00		
8,000 Lbs. of Rice.....	" 0 75 p. cent.	60	00		
50 Barrels of Herring	" 0 50	25	00		
2,600 Lbs. of Sugar.....	" 0 03	78	00		
30 Barrels of Corn and Oats.....	" 0 30	9	00		
20 Kegs of Beef	" 0 37½	7	50		
50 Coils of Rope	" 1 50	75	00		
25,000 Feet of Scantling	" 2 00 p. 1000.	50	00		
20,000 do Lumber.....	" 1 75 p. 1000.	35	00		
12,000 Shingles.....	" 0 40 p. 1000.	4	80		
WHARFAGE.					
455 Barrels of Flour, Pork, Mackerel, Herring, Corn, Oats, Beef	at P. 0 12	58	20		
50 Drums of Codfish	" 0 50	25	00		
23,000 Barrels of Lard, Sugar, Rice, Butter and Soap	" 0 12	28	32		
50 Coils of Cords (Rope)	" 0 12	6	00		
40,000 Feet of Scantling and Lumber.....	" 0 50 p. 1000.	22	50		
12,000 Shingles.....	" 0 50 p. 1000.	6	00		
WEIGHING.					
43,600 Lbs. at 50 cents per cent.....		21	80		
(Droit de consignation) 6 p. cent. Consignment Duties.....		P.1,235	12		
		74	10		
10 per cent. additional duties.....		P.1,309	22		
		130	92		
Duties to be paid ¼ in gold, P. 360 03 @ \$18 00.....		6,480	54		
¾ in Currency @ \$15 1080 11		16,201	65		
				22,682	19
				226,017	81
LESS.					
Labor.....about		2,000	00		
Outward freight " P.1000 at 18 for 1.....		18,000	00		
				20,000	00
				206,017	81
Commission, 2½ per cent.....		6,217	50		
Storage, 1 "		2,487	00		
Delivery, 2½ "		6,217	50		
Fire Insurance, 3 "		7,461	00		
				22,383	00
Net proceeds.....				183,634	81
18 Haytien dollars = 1 Spanish Peso or gold dollar.				° P.10,201	93

CHARGES.

The following are the probable disbursements of a vessel of 150 tons during 15 days' stay in the Harbour of Port au Prince:—

Tonnage dues, 150 tons @ \$1.....	\$150 00
10 per cent.....	15 00
	<u>165 00</u>
Say \$124 75 = Cy. \$2,224 50	
41 25 =	<u>618 75</u>
	\$2,843 25
Pilotage, Entry and Clearance.....	300 00
Custom House Officers and Administration ...	200 00
Stamps and Sundries.....	200 00
Doctor's fees.....	300 00
Lighterage, according to charter.....	500 00

\$4,343 25 currency.

This, at the present Exchange of \$18 currency to \$1 Spanish, is=\$241 37, gold.

Shoremen are employed at \$16 @ \$20 currency—or say \$1 Spanish per day; Stevedores at about \$2 gold per day. Provisions for stores are reasonable. Ship stores, tackle, &c., are very dear at all places.

TURKS AND CAICOS ISLANDS.

These Islands, a sub-Government of Jamaica, form a portion of the most S. E. of the Bahama group.

Although capable of producing with advantage the various staples of the West India Islands generally, very little of those articles is grown, and the chief article of export is Salt.

In 1863 the imports of the Islands amounted to \$245,813; the exports to \$169,474; the revenue to \$66,363; the expenditure to \$50,445. The Salt exported in 1862 was 1,360,028 bushels, valued at \$108,565; in 1863, 1,982,596 bushels, valued at \$140,657.

PORTO RICO.

The Spanish Island of Porto Rico contains an area of 3,750 square miles, and a population of 603,181, of whom 210,430 are whites, 251,015 free colored, and only 41,736 slaves.

St. John is the capital of the Island, but Ponce and Mayaguez are more important as commercial cities.

It will be observed that the number of slaves is very small compared with the total population, so that the change which may take place in the system of slavery in the Spanish Islands, which has been spoken of at some length in the Report on Cuba, will not much affect Porto Rico. The laws, without reference to color, oblige every one in the position of a journeyman or laborer to present to the Alcalde of his district, on the first of each month, his libretto or journal for the preceding month, containing certificates from his employers of the number of days that he has worked, and for each day that he fails to do so, or to present a medical certificate in lieu, he is condemned to work upon the roads for a similar period at 6*l.* per day.

The mountains of Porto Rico are supposed to be rich in minerals, but at present the industry of the Island is entirely agricultural, there being no mines worked and very few factories in operation. Its soil is exceedingly fertile and comparatively well tilled. All its productions are of the first quality, and fetch the highest prices in foreign markets; and it is celebrated not only for its sugar, coffee, &c., but also for its cattle, which it exports in considerable quantities to the other West India Islands.

TARIFF OF IMPORTS.

The general remarks made on the tariff of Cuba apply to that of Porto Rico, but both the official valuation and the *ad valorem* rates of duty are somewhat lower in the latter than in the former Island. They range in Porto Rico from 17 to 30 per cent. on the valuation fixed by the Government, and the discrimination in favor of imports in Spanish ships is 6 per cent., instead of 8 and 10 as in Cuba. This discrimination is, nevertheless, sufficient to induce a large proportion of the British goods consumed to be imported in Spanish bottoms.

The following is a List of Duties, calculated on articles imported in foreign vessels directly from the place of their growth or production; all articles otherwise imported pay an additional duty of 8½ per cent. on the official valuation;—

Duty.	IMPORTS.	Quantities on which the Duty is levied.
\$ cts.		
0 46½	Ale and Porter.....	Dozen.
0 51½	Apples.....	Barrel.
1 59	Beef, salt, in pickle.....	do
0 73	Beans.....	100 lbs.
2 78	Butter.....	do
1 62	Bacon.....	do
1 42½	Bread, Pilot.....	do
0 37	Beets.....	do
0 26	Brooms.....	do
2 82	Candles, Tallow.....	Dozen.
4 84	do Composition.....	100 lbs.
5 52	do Sperm.....	do
0 56	Codfish.....	do
0 56	Haddock.....	do
0 56	Hake.....	do
0 56	Pollock.....	do
2 09	Cheese.....	do

Duty.	IMPORTS.	Quantities on which the Duty is levied.
\$ cts.		
3 80	Corn meal.....	Puncheon.
0 95	do	Barrel.
1 78	Crackers, assorted	100 lbs.
1 78	do soda.....	do
Free.	Coals.	
0 69½	Cabbages.....	Dozen.
4 00	Flour*.....	Barrel.
0 69½	Cider, in bottles.....	Dozen quarts.
1 39½	Bris. 100 cuartos	= 21 gallons.
0 53	Herrings, pickled	Barrel.
0 17½	do smoked.....	Box.
2 82	Hams.....	100 lbs.
0 12	Hay.....	do
34 85	Horses, except stallions.....	Each.
Free.	do stallions.	
Free.	Ice.	
2 18	Lard.....	100 lbs.
0 71	Mackerel.....	Barrel.
0 26	Matches.....	Gross.
11 85	Mules.....	Each.
Free.	Mares.	
0 17	Oil, Kerosene.....	Gallons.
2 32	Oil, Whale.....	do
1 06	Nails.....	100 lbs.
0 47	Oats.....	do
0 50	Onions.....	do
2 65	Pork, salt in pickle	Barrel.
0 29	Potatoes.....	100 lbs.
0 09	Paper, wrapping.....	Ream.
0 73	Pens.....	100 lbs.
1 39½	Pails.....	Dozen.
0 26	Stones, grind.....	Each.
2 12	Soap.....	100 lbs.
1 39½	Tubs.....	Dozen.
0 70	Turnips.....	Barrel.
0 51½	Tat.....	do
0 03	Vinegar.....	cuarto.
		4 and 3-1 quart-illos=1 gallon.
	LUMBER.	
2 65	White pine.....	per 1000 feet.
2 65	Spruce and other.....	do do
0 88	Shingles.....	per 1000.
	COPERS' STUFFS.	
0 18	Shooks and Hd.....	ea. ms. sug.
4 42	Hoops, shaved.....	per 1000.
3 53½	Staves, Hhd.....	do

* See page 123, as to the duty on Flour imported into Cuba. The same remarks apply to Porto Rico.

Duties are payable in Spanish coin. The currency of the Island is principally composed of U. S. silver coin, with Spanish, Colombian and other doubloons. Spanish command 4 @ 6 per cent. premium—seldom under 5 per cent. on \$16. The others are current at \$16. Spanish silver varies from 2 to 4 per cent. premium.

101 44-100 pounds avoirdupois of England or the United States, are equal to 100 pounds Spanish.

There are now only four ports in the Island into which goods can be imported, viz.: St: Juan, Mayaguez, Ponce, and Arroyo. For export thirteen, viz.: the above four, and Arecibo, Aguadilla, Cabo Rojo, Guayanilla, Salmas, Humacão, Fayardo, Naguabo, Viegues, are still available. Three, viz.: Arecibo, Naguabo, and Aguadilla, were closed last year as ports of import. The measure, dictated by the Spanish Governor from motives of economy, is one of hardship to the inhabitants and injurious to trade.

EXPORT DUTIES.

All export duties from Porto Rico have been recently abolished.

EXPORTS AND IMPORTS.

The following table shows the quantities of the staples exported in 1864:—

From the Port of	Sugar, pounds.	Molasses, gallons.	Coffee, pounds.	Tobacco, pounds.	Hides, pounds.	Cotton, pounds.	Rum, gallons.
St. Johns.....	17,140,004	370,273	3,467,383	886,356	328,145	250,780	1,779
Arecibo.....	7,036,205	216,712	.....	3,370,828	.....	.....	.....
Aguadilla.....	6,325,800	64,310	2,853,000	.....	50,800	376,000	1,169
Mayaguez.....	22,362,005	809,289	5,783,686	13,362	176,318	231,937	.....
Ponce.....	21,476,382	889,488	1,780,926	211,528	6,204	472,250	.....
Arroyo.....	11,944,356	620,709	72,950	119,933	.....	62,935	3,463
Humacao, Naguabo and Fa- jardo.....	18,576,782	734,110	.....	29,865	.....	.....	.....
Guayanilla and Guanica.....	6,903,408	115,185	1,030,885	46,461	8,158	181,285	.....
1864	111,775,022	3,820,076	14,093,836	4,078,333	569,665	1,575,187	6,411
1863	141,058,103	4,747,054	21,540,492	5,270,210	606,722	203,760	103,200
1862	150,804,153	4,933,008	13,229,633	9,646,700	473,715	234,782	243,320

These articles were sent to the following countries:—

For Ports in	Sugar.	Molasses.	Coffee.	Tobacco.	Hides.	Cotton.	Rum.
Great Britain.....	57,272,174	.....	561,238	150,111	.....	551,175	.....
Federal States.....	35,892,774	3,504,179	493,374	.....	71,732	339,885	.....
B. N. America.....	6,662,789	287,558	233,732	.....	.....	.....	.....
Spain.....	1,386,876	1,368	4,653,215	88,220	379,775	411,147	487
France.....	9,291,565	.....	853,172	199,926	.....	.....	3,000
Genoa.....	.....	.....	595,845	.....	.....	.....	.....
North Germany.....	.....	.....	.....	4,950,899	.....	.....	.....
Cuba.....	.....	.....	1,958,036	.....	.....	.....	.....
Sundry Ports.....	1,268,844	26,971	5,645,224	189,177	118,158	272,987	2,924
	111,775,022	3,820,076	14,093,836	4,678,333	569,665	1,575,189	6,411

THE following tables shew the quantities of the principal articles exported from the Island, to the British Possessions in North America, during the years 1863, 1864 and 1865, and the Ports at which they were shipped:—

	Sugar, Lbs.	Molasses, Gallons.	Coffee, Lbs.	Tobacco, Lbs.	Rum, Quarts.	Value.
1863.						
San Juan.....	871,548	78,987	29,066	.....	5,035	
Arecibo.....	946,722	42,469				
Mayaguez.....	2,671,002	36,707	18,200			
Ponce.....	3,633,648	141,640	4,990	9,726		
Totals.....	8,122,920	299,803	52,256	9,726	5,035	\$119,785 95
1864.						
San Juan.....	641,143	131,155	2,100			
Arecibo.....		5,208				
Agundilla.....	60,800	1,130				
Mayaguez.....	1,877,992	14,175	14,046			
Ponce.....	3,878,845	125,770	217,586	4,920		
Guayanilla.....	204,000	10,120				
Totals.....	6,662,780	287,558	233,732	4,920	.....	\$113,666 31
1865.						
San Juan.....	708,704	68,200			Hides. Lbs.	
Arecibo.....	277,733				3,104	
Mayaguez.....	2,793,945	35,300	14,531			
Ponce.....	5,160,216	248,600	49,237			
Guayanilla.....	107,253	13,300				
Totals.....	9,233,844	352,100	63,768	.....	3,104	\$125,678 05

THE Shipping Returns give the following as the business of Porto Rico with British North America:—

	ENTERED.				CLEARED.		
	Flag.	Nos.	Tons.	Men.	Nos.	Tons.	Men.
1863.							
Halifax.....	British.....	63	5,303	476	46	4,656	347
Do.....	American.....	12	3,055	74	10	2,826	58
Yarmouth.....	British.....	1	55	6	1	55	6
Newfoundland.....	Spanish.....	1	80	8	2	178	14
Do.....	British.....	4	316	32	4	316	32
St. Johns, New Brunswick.....	Do.....	3	464	27	6	791	48
	Totals.....	84	9,273	623	69	8,822	505
1864.							
Halifax.....	British.....	58	5,291	348	37	685	263
Newfoundland.....	Do.....	12	1,624	81	8	3,844	57
New Brunswick.....	American.....	1	176	10	4	582	44
Do.....	British.....	2	330	11	3	412	24
Nassau.....	Do.....	.....	.....	.....	3	1,077	32
	Totals.....	73	7,421	450	55	6,604	420

PORT CHARGES.

The port charges at St. Juan, Mayaguez and Ponce, are as follow :—

	Spanish Money.
	\$ cts.
Tonnage Duty, foreign vessels, ₧ ton register.....	1 00
Do Spanish do	0 37½
Lighthouse Dues, Vessels of 150 tons and under, ₧ ton reg.....	0 03
Over 150 tons, for each ton in excess	0 01
Anchorage \$2, changing anchorage \$2, if required.....	4 00
Fort-Pass \$1 50 at Mayaguez, at St. Juan, \$2; and Ponce, Interpreter, \$8; Visit of Health Officer, \$4 50.....	14 00
Harbour Master's Fees, \$6 00; Pilotage at Mayaguez, \$10 00; at St. Juan, \$16; at Ponce, \$19 00, in and out, both included; Visit boat, \$3 25.....	19 25
Custom House Clearance, including stamped paper, &c., \$8 00 at St. Juan, at Mayaguez.....	9 75
Consul's Fees 1 cent ₧ ton reg.; Clearance certificate 50 cents.....	0 00
Clearing of Port Fee (at St. Juan only) 12½ cts. ₧ ton reg.....	0 00

RATES OF LIGHTERAGE, &C., AT MAYAGUEZ.

	Current Money.
Discharging Cargo, ₧ Lighter Load (about 40 tons).....	10 00
Do Ballast, ₧ ton	0 50
Loading Sugar and Molasses, ₧ hhd. 25 cts., tee. 12½ cts., brl. 6½ cts.	0 00
Do Coffee, per hhd. 18¾ cts., bags 3 cts.....	0 00
Do Oranges and other cargo, ₧ load.....	10 00
Do Ballast, Sand, no other to be had (Sand included), ₧ ton...	0 75
Do Hides, each, 1 ct.; Cotton and Tobacco, per bale.....	0 03
Hose-hire, for filling Molasses, ₧ puncheon.	0 06½

Lumber is usually landed in Rafts by crew, and received from water by shore laborers, who charge 31½ cts. ₧ M. ft. White Pine; 18¾ cts. ₧ M. Shingles. There is no wharf at which vessels can discharge and take in cargo, and it is customary for the vessel to bear the expenses of Lighterage for discharging and loading, unless differently stipulated.

Vessels arriving exclusively in ballast and departing in ballast, pay no tonnage duty; arriving in ballast and departing with cargo entirely of Molasses, are also exempt from tonnage duty; bringing cargo and departing with entire cargo of Molasses, will be subject to tonnage duty. Foreign vessels bringing entire cargoes of coal, pay only 50 cents per ton tonnage duty, per register; Spanish vessels, with same cargo, are exempt from same; vessels are allowed to call off the harbour, without anchoring, to obtain information as to market, &c., by sending a boat ashore to communicate at a short distance from the wharf, without landing, and proceed again to sea, in which case they will avoid port charges. If the vessel anchor, and then leave without discharging, she will be subject to port charges (excepting tonnage duty); should she, however, discharge one single package, tonnage duty would have to be paid.

Care should be taken to obtain a clean Bill of Health, two copies of the Manifest on which the tonnage must be clearly stated, also number and description of packages in figures and writing, and their value in figures only, with a list of stores added at the foot: both copies to be signed by the Captain. All to be certified by the Spanish Consul at the port of departure.

LIGHTERAGE AT PONCE.—34 cts. cy. ₧ hhd. or puncheon exported. The general remarks as to Mayaguez apply also to this and other ports.

ASSORTED CARGOES.

The Commissioners were favored with a communication from an eminent firm, giving a note of the proper assortment of a cargo of produce and merchandize for Mayaguez, with remarks. It is as under.

APPROXIMATE NOTE OF A WELL-ASSORTED CARGO OF PROVISIONS AND SUNDRIES.

- 50 brls. Mess Pork } each brl. of 200 lbs. net, fresh, fat and free from bones as pos-
 10 " Clear do } sible. Prime is very little used.
 50 " Mackerel (medium No. 3).
 75 Hams, weighing 12 to 15 lbs. each, lean, covered with cloth, and ought to come loose.
 12 $\frac{1}{2}$ brls. Family Beef.
 100 brls. Pilot Bread, packed.
 300 Round tin pails Lard, 25 lbs. each; "Leaf" refined preferred.
 50 " " Butter, 10 to 25 lbs. each.
 400 Boxes Candles, 20 lbs. each; 18's and 20's preferred.
 100 " Cheese.
 100 " Soap, 18 lbs. each.
 50 " Smoked Herrings (small and medium).
 25 Kegs Epsom Salts, 20 to 25 lbs. each.
 400 Reams Wrapping Paper (full size, grey or yellow).
 30 brls. Oats (black or white).
 50 " Alewives.
 100 " Wheat flour (196 lbs.), white and fresh, and the brl. with round hoops.
 250 " Corn-meal. } Bright yellow and fresh.
 25 pels. do }
 50 Boxes Kerosene Oil (each box two tins of 5 gals. each).
 50 Grindstones (small size).
 100 Kegs } Fine assorted Crackers, Lemon, Water, Butter, Sugar, Milk, Soda.
 100 Tins }
 100 Bags Rice (200 lbs. each, common East Indian Rice).
 150 Brls. Potatoes.
 100 " Onions (in bunches).
 25 Boxes manufactured Tobacco (dark color).
 5 Brls. Red Beets.
 25 " White Beans.
 25 " Cooper Nails.
 25 " Rye Flour.
 25 " Apples.

To the above may be added.

- 150 Tierces Codfish (small sized casks. The Fish to be of middle size and well cured).
 50 " Haddock (never ship Hake nor Ling fish).

Further.

- 1000 Sugar Shooks, with heads.
 500 Molasses "
 50 M. hoops for hhd. (good quality).
 50 M. Shingles (Cedar preferred).
 White Pine Lumber.

Produce here is to be paid for in cash. The current money in the Island of Porto Rico is American silver (halves and quarters) at par. Doubloons are in circulation, Columbians are taken in payment at \$16; but, when purchased, a premium is to be paid on them, from $1\frac{1}{2}$ to 3 per cent., say from \$16 24 cts. to \$16 48 cts.; according to their abundance or scarcity. Spanish Doubloons at from 5 to $6\frac{1}{2}$ per cent. premium, say from \$16 80 cts. to \$17.

All the *duties* and *taxes* to Government must be paid in Spanish *coin*, gold or silver, and the customary charge for it is $6\frac{1}{4}$ per cent.

The current rate of discount is 1 per cent. per month. Provisions, Fish, &c., are sold at 4, 5 and six months; sometimes, if the cargo be very large or the article very abundant at 9 months. Lumber at from 5 to 9 months; Cooper stuffs at from 9 to 12 months.

On Lumber 5 per cent. is allowed for splits. The tare on all Provisions, Fish, &c., is the *actual* one, *i.e.*, the real weight of the empty package is given.

POSTAL COMMUNICATIONS.

The Postal Communications of Porto Rico with British America are very defective, and the merchants at the principal ports are anxious that it should be improved. One firm, in Ponce, wrote as follows:—

“ It has happened that orders for immediate execution have been received here with more detention than if they had been forwarded *via* Great Britain.

“ Since our Trade with the British American Provinces has greatly increased during the last ten years, a regular reliable communication would certainly be of the greatest benefit and advantage to the mercantile community of both countries.”

Another firm stated:—

“ Our trade to British North America has on the whole been of limited extent, which must be attributed to the total want of a regular mail communication. We should be glad if an improvement in the way could be managed. * * * In 1864 it happened to us that from one of our correspondents in Canada, neither the original, nor the duplicate, nor the triplicate—all with bank letters of credit—came to hand.”

Six of the principal firms of Mayaguez sent a joint letter to the Commissioners, in which they said:—

“ We would strongly approve of and recommend any means to establish a regular mail service between your Provinces and any central port of distribution in the West Indies.”

BANK MATTERS.

It is a singular fact that Porto Rico possesses no public banking institutions whatever, and although there are many private establishments whose business it is to afford banking facilities, capital is not sufficiently abundant. Although the island is rich in an agricultural point of view, it is poor in commercial resources. Mr. Krug, the British Vice-Consul at Mayaguez, in alluding to this fact, remarks that if trade is to be extended the initiative must come from the capitalists of British Provinces.

Exchange on Europe varies considerably in price in Porto Rico, and is much affected by the season of the year—the lowest point being generally in the height of the sugar season, between March and April, and the highest from August to November. Exchange on London ranges from \$490 to \$525 current money for £100—90 days. On Paris it is not so saleable, and is quoted from \$100 to \$104 currency for 500 fs. Bills on Halifax or any other place in British North America, are unsaleable. Bills on New York drawn for gold at 60 days are worth about par, and are very seldom offered.

ACCOUNT SALES, &C.

Account Sales are appended of Cargoes of Fish and Provisions. Also pro formâ Invoices of Cargoes of Sugar and Molasses.

PRO FORMA Account Sale of a Cargo of Fish from the British North American Provinces, for Mayaguez, P. R.

	\$	cts.	\$	cts.
227 Tierces Cod, 108,204, 8626, \$33 per tierce, \$995 78				
30 Half Tierces " 7,364, 780, \$26 " 65 84				
75 Boxes " 75 00				
77 Half Boxes " 38 50				
	\$1,175	12 at \$5½		6316 27
50 Tierces Haddock 24,007, 1900, \$221 07.....		" 5		1105 35
70 Barrels Potatoes.....		" 3		210 00
108 " Herrings.....		" 4		432 00
Augmentation on the whole cargo.....				200 00
				8263 62
1156 Feet Lumber, less 5 per cent. for splits, 1099 feet at \$13.....				19 77
4, 5 and 6 months.				8283 39
CHARGES.				
Import duty		925 46		
Labor and Cooperage		51 62		
Discount 5 per cent.....		414 17		
Commission and guarantee 5 per cent.....		414 17		
				1805 41
Net Proceeds.....				6477 98
NOTE OF DUTIES.				
139,619 Cwt. Fish, at \$3, \$4188 57				
108 Barrels Herrings, " 3, 324 00				
1,156 Feet Lumber, " 15, 17 34				
	\$4,529	91 at 17½ per cent.	792	73 Spanish.
70 Brls. 76 qtls. Potatoes, at 1½ cts. \$114 00 at 17 per cent.			19	38
			812	11
Balance.....			8	12
Arb. local.....			50	80
			871	03 Spanish.
6½ per cent. prem. on Spanish coin.....			54	43
As above.....			925	46

NOTE.—This is an actual sale made on the 15th November, 1865.

PRO FORMA Account Sales of a Cargo of Provisions for Mayaguez.

		\$	cts.	\$	cts.
100 Tierces	Cod, 65616, 8530 13 per cent., \$57086, at \$5½				3139 73
50 Half Tierces	" 25257, 3283, 21974, " 5½				1181 10
29 Barrels	Mess Pork (no bones) " 34				680 00
75 "	Potatoes (Nova Scotia keep best) " 3½				262 50
50 "	" " " 3				150 00
85 "	Onions (in bunches) 3½, \$297 50, less reduction of \$32				265 50
50 "	Wheat Flour (white) at 10½				537 50
25 "	Corn-meal (Indian Meal, bright yellow) " 6				150 00
50 "	Pilot Bread, " 5				250 00
10 "	White Beans, 2452, 200, 2252, " 5				112 60
25 "	Black Oats, " 3				75 00
6 "	Red Beets, " 2				12 00
12 Qr.-Barrels	Family Beef, " 4				48 00
99 Boxes	Cheese, 2525 at 20¢. \$505 00 } 1 " " spoiled 0 75 }				505 75
250 "	Candles, 18s. 20s. \$5000, at 20				1000 00
50 "	Kerosene Oil (tins of 5 gals.) 500 qts., " 2				375 00
31 "	Man. Tobacco (dark) 2643, 528, \$2115, " 24				507 60
148 "	Tins fine Crackers, " 12				259 00
2 "	" " half empty, " "				2 12
117 Kegs	ordinary Crackers, " 2				43 88
1 "	" " empty, " "				
200 Pails	Lard, 4932s., " 32				1578 24
50 "	Butter, 1104s., " 26				237 04
195 Reams	Paper (yellow wrapping) " 2				146 25
5 "	" damaged, " "				2 00
725 Feet	len. 5 p. c. = 689 feet Lumber, " 22 4, 5 and 6 months.				15 15
					11585 96
	CHARGES.				
	Import duty	1492	14		
	3 Landing Certificates		15 00		
	Labour and Coeprage		87 63		
	Discount 5 per cent.		579 30		
	Commission and Guarantee 5 per cent.		579 29		
					2753 36
	Net Proceeds				8832 60

NOTE.—The above is an actual sale, made on the 6th December, 1865.

The remarks on some articles refer to the quality which is preferred at Mayaguez.

The Codfish must be of middle size, hard and well cured.

PRO FORMA Invoice of 338 Puncheons of Molasses, Shipped at Ponce, P. R., to Canada.

		\$	cts.	\$	cts.
348 Puncheons	of Molasses, of which :				
49,710 gallons	Molasses.....*	30,110		13,557	27
52,272 do	Casks.....	6,110		2,851	20
					16,408 47
	CHARGES.				
Coeprage	on shore and on board, labor, rolling and shipping at \$1.....		348 00		
do	on 29 empty casks returned at.....	2 00	58 00		
Consul's	Certificate, at par.....	2 50	2 66		408 66
					16,817 13
	Commission 5 per cent.....				840 86
					17,657 99

* Read \$40 for 110 gallons.

PRO FORMA Invoice of Sugar, Shipped at Mayaguez.

		\$ cts.	\$ cts.
T. 1-48-48 Hhds Sugar	58,464s. at 5½		3,069 36
F. A. 1-45-45 do	56,259s. at 5½		3,023 92
	93		6,093 28
CHARGES.			
Municipal duty 3¼		\$35 85	
Premium on Spanish Coin		2 24	
		38 00	
Lighterage from the estate		93 00	
Labor and Cooperage		65 25	
			196 34
	Commission 2½ per cent		6,289 62
			157 24
Covered by draft 90 per cent. on London against a confirmed Banker's Credit for £1,289 7s. 5d. at 500.		\$6,446 86	6,446 86
Such drafts Merchants take themselves at purchasing rates, or sell them in the market, in which latter case 1 per cent. is charged for endorsing.			

PRO FORMA Invoice of 343 Hogsheads Sugar, Shipped at Ponce, P. R., to Canada.

		\$ cts.	\$ cts.
343 Hogsheads Sugar, Gross	lbs. 514,500		
Tare 12 per cent.	61,740		
	Net..... 452,760 at \$5 00		22,638 00
CHARGES.			
Local dues on 452,760 lbs.		141 49	
Premium 6¼ per cent.		8 84	
		150 33	
Weighmaster of Custom House		21 75	
Cooperage, extra hoops on 343 hds at 50c.	\$171 50		
less 14 hds. emptied by refilling at \$1	14 00		
		157 50	
Labor, rolling, shipping, re-rolling, weighing, &c.		128 62	
Consul's Certificate at par	\$2 60	2 66	460 86
	Commission 2½ per cent		23,098 86
			577 47
			\$23,676 33

PRO FORMA Invoice of Molasses, Shipped at Mayaguez.

		\$ cts.	\$ cts.
183 Puncheons } Molasses, result of 201 Puncheons containing 20,670 gallons of			
10 Tierces } which 9,124 gallons at \$18 per 1,110 gallons		1,493 00	
	3,768 do 17 do	582 33	
	2,696 do 16 do	392 14	
	5,082 do 15 do	693 00	
			3,160 49
CHARGES.			
Lighterage from the estate		201 00	
183 empty puncheons \$6		1,098 00	
10 do tierces 4½		45 00	
Labor and Cooperage		198 51	1,542 51
	Commission 5 per cent		4,703 00
			235 15
			\$4,938 15

If Sugar and Molasses are shipped together, say ¾ Sugar and ¼ Molasses, the usual Commission with funds in hands is only 2½ per cent.

The Municipal Duty (3½ cts.) on Sugar will be abolished shortly.

ANTIGUA.

Antigua is the chief Island of the Leeward group. It was discovered by Columbus in 1493, and settled by the English in 1632. It is about 18 miles long and 9 broad. Its area is 108 square miles. In 1861, the population was composed of 27,237 blacks, 6,619 colored, and 2,656 whites, making a total of 36,412. The shores are high and rocky, indented on all sides by harbours, bays, and creeks. The only elevated lands are called the Shekerly Mountains, which do not exceed 1,500 feet in height. The Island has suffered severely from earthquakes and hurricanes. It is also exposed to damage from droughts. The principal products exported are Sugar, Rum, Molasses, and Arrowroot. Within the last two or three years, Colonel Hill, the Governor of the Island, and other persons, have introduced the cultivation of Cotton, which has proved a profitable crop, and there is no doubt it will yearly increase.

The Government is vested in a Governor, Council and Assembly. The Governor is also Governor in Chief of the Leeward Islands. English Harbour on the south side has a Government dock-yard and can receive the largest ships. It is the stopping place of mail steamers, and is distant from St. Johns, the seat of Government, about 12 miles.

The value of the Imports, Exports, Revenue and Expenditure for 1863, is as follows :

Imports.....	\$ 869,560
Exports.....	1,198,150
Revenue.....	190,290
Expenditure.....	177,270

The Imports in 1863 were brought from the following countries :—

United Kingdom.....	\$349,730
British West Indies.....	168,441
British North America.....	59,017
United States.....	255,860
Other Foreign Countries.....	37,012
Total.....	\$869,560

The quantity of Sugar, the produce of the Island, and exported in 1863, was 1,373 hogshheads; Rum, 639 puncheons; Molasses, 6,018 puncheons; nearly all of which went to the United Kingdom.

The total value of Exports to the United Kingdom in 1863, was..	\$1,096,035
do do to British North America.....	11,977
do do to the United States.....	10,052
do do to other countries.....	80,088
Total.....	\$1,198,152

The following table shews the number, tonnage and nationality of vessels entered and cleared in the ports of the Colony of Antigua in the year 1863 :—

Nationality of Vessels.	ENTERED.	No. of Vessels.	Tonnage.
British.....		390	24,663
American.....		2	250
French.....		21	397
Danish.....		6	151
Dutch.....		2	117
Swedish.....		13	319
Portuguese.....		2	282
German.....		1	74
Total.....		437	26,253

CLEARED.

Nationality of Vessels.	No. of Vessels.	Tonnage.
British.....	411	26,402
American.....	2	250
French.....	20	396
Dutch.....	6	151
Danish.....	2	117
Swedish.....	13	319
Portuguese.....	3	432
German.....	1	74
Total.....	458	28,141

The annexed is a Statement of the quantity of articles and produce imported into Antigua in 1863, which can be produced in British North America, with the rates of duty thereon:—

Articles.	Quantities Imported.	Rate of Import Duty.	Remarks.
Ale and Beer.....	{ 3,249 dozens and 54½ tons.....	9d. stg. per dozen £2 stg. per ton...	{ Nearly all from the United Kingdom.
Bread and Biscuits...	{ 573½ barrels and 107,662 lbs.....	2s. per 100	Nearly all from the United States.
Beef and Pork.....	3,075 barrels.....	1d. per lb.....	Principally from the States.
Cheese.....	63,187 lbs.....	1d. per lb.....	do do
Fish, dried.....	3,746 quintals.....	1s. per qtl.....	do do
Butter.....	99,471 lbs.....	1d. per lb.....	Partly from United States and partly from United Kingdom.
Fish, pickled.....	6,622 barrels.....	2s. per brl.....	Partly from United States and partly from British North America.
Flour.....	19,986 barrels.....	5s. per brl.....	Principally from United States.
Hams, Bacon, Tongues, &c.....	67,840 lbs.....	1d. per lb.....	Half from United States, balance from United Kingdom and other countries.
Lard.....	30,836 lbs.....	1d. per lb.....	Partly from United States.
Meal.....	14,341 barrels.....	2s. per brl.....	Principally from United States.
Peas, Corn, Oats, &c.....	74,087 bushels ..	3d. per bushel....	do do
Lumber—White Pine and Spruce.....	1,325,893	8s. 4d. per 1000 ft.	Nearly all from British North America.
Shingles—Cedar and Pine.....	1,324,534	2s. 4d. per 1000 ft.	do do
Wood hoops.....	311,250	5s. per 1000.....	Nearly all from the United Kingdom.
Woop staves.....	244,473	10s. 5d. per 1000..	Nearly all from British North America.
Shooks.....	8,999	9 each.....	Partly from United Kingdom and partly from British West Indies.

The Commissioners could not obtain the latest returns from Antigua and Dependencies, having been obliged to leave before they could be prepared.

The Colonial Secretary promised that they would be forwarded by mail as soon as they were finished, but, so far, they have not come to hand. The Commissioners have no doubt the promise was fulfilled; and believe the papers have miscarried owing to the imperfections of the postal communications.

ST. CHRISTOPHER.

St. Christopher, commonly known as St. Kitts, was discovered by Columbus in 1493. It is 23 miles in length, about five miles broad, and has an area of 68 square miles. The centre of the Island is occupied by barren mountains which contain hot springs. The highest point, called Mount Misery, 3,711 feet above the level of the sea, is an exhausted volcano, the crater of which is still apparent. The principal staples of export are Sugar, Rum and Molasses. It is governed by a Lieutenant Governor (under the Governor in Chief of Antigua), and a Legislative Council and House of Assembly. The population, by the last census, taken in 1861, was 24,455, almost exclusively of African origin.

In 1864, the value of its Imports, Exports, Revenues and Expenditure, was as follows:

Value of Imports.....	\$ 943,345
Value of Exports.....	627,040
Revenue.....	97,225
Expenditure.....	106,285

The produce shipped from the Island in 1863 and 1864, was:—

SUGAR.

Year 1863.....	10,508 hhds.	175 tierces	7,359 bbls.
do 1864.....	5,188 do	220 do	4,766 do

RUM.

Year 1863.....	1,045 puns.	16 hhds.
do 1864.....	321 do	15 do

MOLASSES.

Year 1863.....	3,032 puns.	2 hhds	148 bbls.
do 1864.....	1,850 do		12 do

MONTSERRAT.

This Island is of an oval form, 10 miles long by about 7 miles wide. Its population, by the census of 1861, was 7,654. The east side of the Island is mountainous and covered with forest. Sugar, Rum and Molasses, Cotton, Arrowroot and Tamarinds, are the principal products of cultivation. Its Government is administered by a President, Executive Council and Legislative Assembly. Plymouth, the capital, is on the South-West side of the Island.

The value of the Imports, Exports, Revenue and Expenditure for 1862 and 1863, was as follows:—

IMPORTS.

Year 1862.....	\$ 111,930
do 1863.....	100,500

EXPORTS.

Year 1862.....	\$ 74,410
do 1863.....	74,690

REVENUE.

Year 1862.....	\$ 21,954
do 1863.....	21,900

EXPENDITURE.

Year 1862.....	22,330
do 1863.....	19,280

The following Table will shew the Exports of the produce of the Island for 1862, 1863 and 1864 :—

Year.	Sugar.			Concrete.		Puns. Molasses.	Puns. Rum.	Casks Concentrated Lime Juice.	Barrels Tamarinds.	Horses.	Cattle.	Sheep.	Cords of Fire Wood.
	Hds.	Tres.	Brls.	Ton.	Cwt.								
1862.....	445	332	1055	87	15	135	21	35	200	4	112	43	668
1863.....	333	611	709	126	16	133	0	7	247	7	221	81	464
1864.....	200	290	510	153	5	295	2	93	499	17	734	358	

NEVIS.

This Island lies off the South extremity of St. Christopher, and consists almost entirely of a single conical mountain, rising from the sea to a height of 2,500 feet and surrounded at the base by a broad border of extremely fertile land. Area, 21 square miles. It is governed by a President, Legislative Council and Assembly. By the last census of 1861, the population is returned as 9,822. Only about one-fourth of the surface is capable of cultivation. The products reported are Sugar, Rum and Molasses.

The value of the Imports and Exports, and the Revenue and Expenditure for the years 1862, 1863 and 1864, was as follows :—

VALUE OF IMPORTS.

Year 1862.....	\$ 155,625
do 1863.....	180,105
do 1864.....	141,180

VALUE OF EXPORTS.

Year 1862.....	\$ 214,345
do 1863.....	249,960
do 1864.....	80,295

REVENUE.

Year 1862.....	\$ 33,360
do 1863.....	33,120
do 1864.....	23,965

EXPENDITURE.

Year 1862.....	\$ 30,810
do 1863.....	32,470
do 1864.....	22,080

DOMINICA.

The Island of Dominica lies between the French Islands of Martinique and Guadeloupe, and is about 29 miles long with a mean breadth of 10 miles. Area, 291 square miles. Population, 25,065.

It is of volcanic origin as attested by the existence of pumice, sulphur, &c. Its surface is mountainous. Morne Diabloten, the highest mountain, is 5,300 feet above the sea. Its valleys are fertile and well watered by numerous streams. It contains valuable timber.

The principal products are Sugar, Molasses, Rum, Coffee, Cocoa, Oranges and Cotton. The fisheries off the coast are very productive.

It is governed by a Lieutenant Governor, Council and Assembly. Roseau or Charlotte Town is the capital.

The value of its Imports and Exports, its Revenue and Expenditure from 1861 to 1864 inclusive, was as follows:—

VALUE OF IMPORTS.		
Year 1861	.....	\$278,754
do 1862	.....	304,960
do 1863	.....	241,285
do 1864	.....	217,790

VALUE OF EXPORTS.		
Year 1861	.....	\$501,985
do 1862	.....	471,450
do 1863	.....	364,275
do 1864	.....	244,045

REVENUE.		
Year 1861	.....	\$62,635
do 1862	.....	67,635
do 1863	.....	59,535
do 1864	.....	74,310

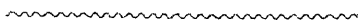
EXPENDITURE.		
Year 1861	.....	\$68,060
do 1862	.....	65,365
do 1863	.....	70,480
do 1864	.....	73,010

Produce shipped from the Island:—

SUGAR.		
Year 1861	.....	8,543,400 lbs.
do 1862	.....	7,037,750 "
do 1863	.....	6,034,357 "
do 1864	.....	4,615,770 "

MOLASSES.		
Year 1861	.....	59,820 gals.
do 1862	.....	41,860 "
do 1863	.....	30,880 "
do 1864	.....	37,780 "

RUM.		
Year 1861	.....	70,790 gals.
do 1862	.....	61,170 "
do 1863	.....	49,032 "
do 1864	.....	40,990 "



VIRGIN ISLANDS.

These Islands are a group, east of Porto Rico, and are divided as to possession between Spain, Great Britain and Denmark. Those belonging to England are about fourteen in number; The principal and largest of them being *Portola* on which the capital, bearing the name of the Island, is situate. The area of the Islands is 92 square miles, and their population 6,051.

Tortola has a magnificent harbour, perfectly land-locked, capable of receiving a large number of vessels and of any tonnage.

Its principal products are Cotton, Sugar, Molasses and Rum.

The affairs of the Island are administered by a Lieutenant Governor with a Council and Legislative Assembly.

The following will show the value of the Imports, Exports, Revenue and Expenditure of the British Virgin Islands, for the years 1862, 1863 and 1864:—

VALUE OF IMPORTS.		
Year 1862.....		\$38,620
do 1863.....		44,375
do 1864.....		40,740
VALUE OF EXPORTS.		
Year 1862.....		\$78,525
do 1863.....		57,065
do 1864.....		61,530
REVENUE.		
Year 1862.....		\$10,105
do 1863.....		9,275
do 1864.....		10,550
EXPENDITURE.		
Year 1862.....		\$9,595
do 1863.....		9,270
do 1864.....		10,350

Produce shipped from the Islands during the following years, viz:—

SUGAR.		
Year 1862.....		692 brls.
do 1863.....		241 "
do 1864.....		155 "
RUM.		
Year 1862.....		382 gals.
do 1863.....		285 "
SUGAR CANES.		
Year 1863.....		20,700 lbs.
do 1864.....		11,900 "
COTTON.		
Year 1863.....		5,375 lbs.
do 1864.....		25,225 "

Sugar cane, cattle, charcoal, salt and building lime are exported in considerable quantities from the Virgin Islands, and find ready sale at St. Thomas. Cotton, after its production had been abandoned for several years, is now again being cultivated. The soil of the Virgin Islands is very well adapted to its production. A duty of 25 cents per 100 lbs. is charged upon its export.

The tonnage duty on vessels is 30 cents per ton per annum or a trifling package duty, if preferred, on each cargo.

MISCELLANEOUS AND GENERAL REMARKS.

The productions of the Tropics are essentially different from those of British America. Wheat, barley, oats, potatoes and the ordinary vegetables of the temperate latitudes cannot be grown in the West Indies or Brazil; the fish taken in the waters of these countries, possess no commercial value; their woods are extremely hard, heavy and difficult to work, and not suited to the many and various purposes for which ours are employed; and manufactures, such as in British North America afford employment to thousands of artisans and mechanics, are unknown. But their cultivated lands produce sugar—with us considered one of the chief necessities of life—coffee, cocoa, tobacco, arrowroot, sago, tapioca, spices and valuable fruits; and their forests yield abundantly useful gums and woods, which are largely employed in the arts and manufactures. On the other hand the people of these Provinces possess a soil that yields wheat and the other cereals in great abundance and of the best quality; boundless forests from which are annually taken immense rafts of pine timber and millions of feet of lumber; fisheries the most valuable and productive in the world; mechanics and artisans who are capable of manufacturing as cheaply as they can be procured elsewhere, those articles which are adapted to the markets of the tropics; and they possess too, a mercantile marine, which, in extent and efficiency, is only exceeded by those of Great Britain, France and the United States. It is therefore self-evident, that between such countries—each of which produces, in excess of its internal requirements, that which the other needs—an interchange of commodities must be beneficial. It seems equally plain that our own ships should carry the flour, fish, lumber and other productions of our industry, direct to the West Indies and Brazil, and there exchange them for the sugar, coffee and other products of these countries.

Nearly forty years ago, the direct trade between British North America and the West Indies was, relatively to the population and wealth of the Provinces at that date, far greater than it has been for many years past; its decline dating from the period when Great Britain removed discriminating duties upon the ships of the United States, and threw open to the commerce of the world the ports of the British Colonies in North America and the West Indies. These concessions were followed by the establishment of lines of communication between the United States and British North America in advance of the construction of routes from Canada to the Atlantic seaboard in British Territory; and in 1854 by the Reciprocity Treaty, under the provisions of which the great staples of the Provinces were admitted duty free into the markets of the United States.

OUR PRESENT DIRECT TRADE WITH THE WEST INDIES.

The extent of the present direct Trade of British America with the West Indies, Central America and Brazil cannot be exactly stated, because the Canadian Customs Returns do not give distinct columns to these regions, but group all, but the British West Indies, along with others under the designation of "Other Foreign Countries." The aggregate amount appears, however, to be about \$4,000,000 per annum of Imports and Exports respectively, made up as under:—

NOVA SCOTIA, 1865.

	Imports.	Exports.
British West Indies.....	\$667,206	\$1,966,459
Danish		9,069
Dutch		1,617
French		153,275
Spanish		380,894
St. Domingo.....	.....	21,067
Brazil.....	6,493	12,000
Mexico.....	.....	14,331
	\$1,962,620	\$2,558,712

PRINCE EDWARD ISLAND, 1864.

	Imports.	Exports.
British West Indies.....	\$32,401	\$36,961

NEW BRUNSWICK, 1864.

British West Indies.....	\$18,777	\$101,382
French.....	886	3,665
Dutch.....	.....	2,580
Danish.....	.....	2,803
Spanish.....	178,302	158,424
Hayti.....	5,302	1,613
Mexico.....	2,595	6,425
	<u>\$205,862</u>	<u>276,892</u>

CANADA, 1864-5.

British West Indies.....	\$209,329	\$41,313
Other countries above named—estimate.....	950,000	400,000
	<u>\$1,159,329</u>	<u>\$441,313</u>

NEWFOUNDLAND, 1864.

British West Indies.....	74,906	398,740
Foreign do.....	292,744	202,393
Brazil.....	.....	755,642
	<u>\$367,650</u>	<u>\$1,356,775</u>
Total.....	<u>\$3,727,862</u>	<u>\$4,670,653</u>

It cannot be doubted that this Trade is capable of very great extension, for British North America has greater facilities than any other part of the world for the production of the chief articles which these Tropical countries require.

THE TRADE OF THE BRITISH AND SPANISH WEST INDIES COMPARED.

Collecting into one view the figures relating to the Population and Trade of the West Indies, the Commissioners present the following Table:—

	Imports, 1864.	Exports, 1864.	Population, 1861.
BRITISH WEST INDIES.			
British Guiana.....	\$7,542,800	\$9,226,760	155,907
Jamaica.....	5,714,595	4,734,530	441,264
Barbados.....	4,549,680	4,614,485	152,727
Trinidad.....	4,419,700	5,507,555	84,438
Bahamas (normal years).....	1,000,000	800,000	35,487
Honduras (1863).....	1,328,760	1,953,220	25,635
St. Christopher.....	943,345	627,040	24,455
Antigua (1863).....	869,560	1,198,150	36,412
Grenada.....	544,940	726,355	31,900
St. Vincent.....	506,330	782,065	31,755
St. Lucia.....	451,815	556,915	26,674
Tobago.....	248,910	321,430	15,410
Turks Islands (1863).....	245,813	169,474	4,372
Dominica.....	217,790	244,045	25,065
Nevis.....	141,130	80,295	9,822
Montserrat (1863).....	100,500	74,690	7,654
Virgin Islands.....	40,740	61,630	6,051
	\$28,866,408	\$31,678,539	1,115,028
SPANISH WEST INDIES.			
Cuba.....	\$129,542,383	\$166,446,718	1,396,470
Porto Rico.....	10,379,824	4,965,382	603,181
	\$139,922,207	\$171,412,100	1,999,651
WEST INDIA POSSESSIONS OF OTHER POWERS.....(say)	\$13,000,000	\$13,000,000	420,000
INDEPENDENT.			
Hayti.....	\$10,206,665	\$9,475,000	1,060,000
St. Domingo.....(say)	1,500,000	1,500,000	150,000
	\$11,726,665	\$10,975,000	1,150,000
Total.....	\$193,515,280	\$227,065,639	4,684,679

While the Commissioners are disposed to set a high value on the market afforded for the productions and manufactures of British North America, in the British West Indies, which unitedly import and export to the extent of over \$60,000,000 per annum, they cannot close their eyes to the fact that the population of these possessions is scattered among many isolated colonies, with different Governments, different tariffs and different commercial customs and regulations. Their system of labor has not yet recovered from the shock given to it by negro emancipation, their planters are in consequence comparatively poor, and a large number of their estates are under mortgage to foreign capitalists, who naturally insist on having the produce under their control, and consigned to their agents.

In time, no doubt, disadvantages of this sort will be overcome; the progress of emancipation elsewhere may, ere long, place the British possessions on a more equal footing as regards labor, and thus assist proprietors to relieve their estates from encumbrances; but it cannot be denied that impediments to business exist at this moment which it would be unwise to overlook in estimating the extent to which our trade with the British West Indies may at present be developed.

On the other hand the surprising capabilities of the Spanish Islands and the vast extent of the commerce of Cuba and Porto Rico, especially the former, commend themselves to our most attentive consideration. The figures above given, representing the trade of the Spanish Islands, are taken from the official returns obtained there, and are no doubt much below the

truth. They enable us, however, at a glance to appreciate the wonderful productiveness and commercial activity of these possessions. Their population is nearly double that of all the British West Indies together; the volume of their trade is five fold greater; they have a comparatively abundant supply of labor, and, at least in Cuba, a large amount of accumulated capital at command.

Being large consumers of the products of British North America—so large, indeed, as to offer a market for the entire present surplus of our principal staples—it would seem to require no other argument to convince us that we ought to negotiate, if possible, such commercial arrangements as will ensure a direct and lasting trade between the Spanish West Indies and these Provinces.*

Besides the articles mentioned in the Reports on Cuba and Porto Rico as those for which an immediate demand exists, and in which business has already been done, a market is to be found there for the following among other merchandize which has not been exported in any quantity from these Colonies:—

Ale and Beer.—The improvements recently introduced into the brewing of Ale in our leading breweries, which render Canadian Beer equal to that of England, should enable our brewers to export largely. It is true that we import some of our hops, but we grow a surplus of a finer barley than that of the United States, and this should give us a greater advantage over American Brewers. American Ale is sent to the Spanish Islands in bulk, *i.e.*, in barrels of about forty gallons. English Ale is principally imported in bottles.

Beans.—The largest kind of white beans are always saleable in Cuba, and are a crop, which, with a little attention, might be made very remunerative.

Bran, of fine quality, in large sacks, is in constant demand. Coarse bran can always be imported cheaper from Spain.

Chairs.—The chairs used in the Spanish Islands are almost exclusively wooden or cane bottomed. The same remark applies to sofas. These as well as furniture of all descriptions can be exported from the Provinces with advantage, but manufacturers should be careful to obtain proper patterns.

Hay is very extensively sent to Cuba from the United States, and some even from England. It is usually done up into bales of 240 lbs.

Machinery.—The demand for machinery is very large in Cuba, and will increase from year to year. Railroads are in course of extension through the Island—Steamers for the coasting and foreign trade are constantly required, and steam engines very generally used on the sugar estates. The machinery for all these purposes is at present supplied from the United States, but there is no reason why our engine, boiler and locomotive makers, should

* Table of Average yearly Imports into the Spanish West Indies:—

Wines and Oils.....	\$13,000,000	
Meats.....	13,000,000	
Grains.....	10,000,000	
Fish.....	4,000,000	
Flour.....	10,000,000	
Other Food.....	6,000,000	
		\$60,000,000
Manufactures of		
Cotton.....	7,500,000	
Linen.....	8,500,000	
Wool.....	2,000,000	
Silk.....	2,500,000	
Furs.....	4,500,000	
Wood.....	10,000,000	
Furniture.....	1,500,000	
Earthenware.....	1,500,000	
Stone.....	1,500,000	
Glass.....	1,000,000	
		\$40,500,000
Metals.....		17,000,000
Miscellaneous.....		26,000,000
		\$143,500,000

not be able to compete with them successfully. With this view the Commission would recommend some of our practical engineers and machinists to visit Cuba, and ascertain on the spot the wants of the country.

In addition, may be mentioned, *Bricks*, of large size, say 10 @ 12 inches long, well-finished and hard :—*Brooms*, three tied, wired, with painted handles :—*Oats*, black or mixed, there being a prejudice against the white varieties :—*Onions*, large, red, in barrels :—*Potatoes*, large, white, sound, in large barrels. Indeed there are few articles of produce or manufacture which have been hitherto exported from the United States to the Spanish West Indies,* which cannot be sent from British America.

CAN BRITISH AMERICA COMPETE SUCCESSFULLY WITH THE UNITED STATES FOR THE TRADE OF THE WEST INDIES?

The inventive genius of the American people, the enterprise and activity of their merchants, the accumulations of capital in every branch of industry during many years of peace, and a national growth, by immigration, unparalleled in any age or country, gave them advantages in securing the trade of the West Indies, which the newer, smaller, and almost exclusively agricultural communities on the shores of the Gulf, and along the valley of the St. Lawrence, could not hope to obtain, in the ordinary course of events, for generations to come. But war, unexpected, unexampled, and terrible in its power and will to destroy, raised its standard in that favored country, and in little less than four years changed many, if not all of these conditions. A commercial policy, condemned by the experience, and rejected by the public opinion of the most enlightened nations of the world, has followed in the wake of war, and greatly enhanced the cost of all domestic productions in the United States. The abrogation of a treaty under which they imported free of duty most of the staples which enabled them to supply the requirements of the West Indies, has added to the difficulties under which that trade must now be carried on. The Commissioners believe, in view of these circumstances, that the advantages which the merchants and traders of the United States undoubtedly possessed over those of the British Provinces prior to 1862, are now more than equalized.

POSTAL COMMUNICATIONS.

The Commissioners were not long in the West Indies before they came to the conclusion that one of the most material obstacles to the increase of trade with those countries, and one which should be cleared away at almost any reasonable cost, was to be found in the insufficient and irregular postal arrangements for the transmission of letters to and from British North America. They had, within their own experience, a very inconvenient proof of the defective mail service to St. Thomas. They had arranged that despatches and letters from Canada, Nova Scotia and New Brunswick were to meet them on their arrival. The monthly steamer from Halifax had not, however, arrived, and they were constrained to proceed on their journey southward without later despatches from their Governments or more recent letters from their friends than those which had reached them before leaving Southampton.

They learned that mails from Canada *viâ* Halifax and St. Thomas seldom reached their destination under five or six weeks, the uncertainty of delivery being further increased by the existence of two post offices at that place—the one Danish, the other English. At every place visited, from British Guiana to Porto Rico, one uniform complaint was made of the insufficient means of corresponding with British North America. A Barbados merchant of high standing assured the Commissioners that on personally seeking orders for sugar in Montreal he met with a refusal, not on the ground that Barbados sugar was unsuited for that market, but that too much time would elapse before a reply would be received from the Island were an order to be sent there. Convinced that facility of intercommunication is the first step towards increased commercial intercourse, the Commissioners entered into the preliminaries of an agreement, elsewhere recited, with the Governor of British Guiana, which

* For a detailed list of these, see the Table at the end of this Report.

was subsequently concurred in by the Governors of Trinidad, Jamaica, Barbados and Antigua, and by those of the two last named for their sub-Governments also. The merchants of the French Island of Martinique were willing that their Government should contribute a fair proportion towards the establishment of an improved service, and the highly important Spanish Island of Porto Rico displayed a warm interest in the project of improved postal communications with the British Provinces.

The Cunard packet from Halifax to St. Thomas *via* Bermuda is subsidized by the British Government on the condition that she must await at Halifax the arrival of the European steamer, in order to carry on despatches to the West India fleet—a condition which it is evident cannot be relaxed in the interest of commerce unless an equivalent advantage be afforded to the Imperial Government. But this advantage may be given by establishing another line of postal steamers, to alternate with this Cunard line. As the service would then be performed once a fortnight, the Admiralty would probably not object to fix the days for the sailing of the Cunard steamer, since despatches would then be certain to have more frequent opportunities of being forwarded. Halifax being now an inconvenient port to reach from Canada, especially in winter, it would be necessary that the proposed new line should touch at Portland, at least until the Intercolonial Railway is established.

An examination of the map, which accompanies this Report, will make the proposed arrangement intelligible, and will also shew that a portion of the West Indies, namely, Porto Rico and the Islands lying south and east or windward thereof, as well as the mainland of British Guiana, are more immediately interested in its success than other Islands, such as Hayti and Cuba, which already have frequent communication with New York. In discussing the question of their respective contributions to the necessary subsidy for the proposed line, it was assumed that the West Indies would contribute one-half, assessed in such proportions as might be arranged by their Local Governments, and that the British Provinces would contribute the other half.

It is not supposed that the contribution will be large; and spread over so many different communities, it will be well repaid by the conveniences and facilities it will afford. To perform the service efficiently to St. Thomas, two first-class steamers of not less than 1,600 tons, with a minimum speed of at least 10 knots an hour will be required, and from enquiries made it is thought that a subsidy not much exceeding \$100,000 will be sufficient to secure the establishment of such a line.

THE GEOGRAPHICAL POSITION OF THE PROVINCES COMPARED WITH THAT OF THE UNITED STATES.

The Commissioners may here remark that the ordinary maps which shew at one view the West Indies and the British Provinces are so constructed as to make it appear to the eye that the northern ports of the United States possess much greater geographical advantages for carrying on commerce with the West Indies than they really do. It will be seen by consulting the map appended to this Report, in which the meridian running near St. Thomas is central, that the difference in distance in favor of Boston and New York is not material. This is further shown by comparing the actual distances from St. Thomas to various ports, which are:—

	Geographical Miles.	Difference in favor of New York.
St. Thomas to New York.....	1426	
“ Portland.....	1541	115
“ Halifax.....	1584	158
“ St. John, N. B.....	1616	190
“ Quebec, viz.: from St. Thomas to Scatterie (Cape Breton).....	1685	
“ Scatterie to Quebec.....	620	
	2305	879

In the case of Brazil the figures are:—

	Geographical Miles.	Difference against New York.	Difference in favor of New York.
Pernambuco to Halifax.....	3331		
“ New York.....	3364	33	
“ Gaspé	3762		398
“ Quebec.....	4116		752

Thus Halifax is actually nearer to the Brazilian ports than New York. The distance from Pernambuco to Liverpool, moreover, being 4,060 miles, it follows that to reach Brazil from these Colonies by way of England—which is frequently done—is a very round-about way.

But this question of comparative distance from British American and United States ports to the West Indies, though an important element in considering the subject, is not of so much commercial significance as has been supposed. The true question is—what is the relative position of these ports with respect to the chief districts which produce the articles of largest consumption within the tropics? These articles are fish, meats, animal products, cereals and lumber. The Ottawa district and New Brunswick are the most important lumbering regions in America. The fish of commercial value are caught in the greatest abundance in the neighborhood of St. John's, Newfoundland; Halifax, Nova Scotia, and in the Gulf of St. Lawrence. Cereals, animals and their products, and many kinds of manufactures, can be produced as abundantly and as cheaply on the northern as on the southern side of the international boundary. Thus, while our ports are at a very slight disadvantage, with respect to distance, from the markets of the West Indies and South America, as compared with the chief cities of the Northern States, they are at no disadvantage with reference to their proximity to what may be called the Centres of Production of the articles most required in tropical climates. If merchants and consumers in the West Indies can have their lumber, fish and flour shipped direct from the place of growth, by water, rather than by long railway lines to foreign cities where they must undergo the expense and injury of transshipment, and are, after all, but very little nearer to their destination, it would seem but reasonable that they should prefer the direct route.

BANKING FACILITIES.

The Colonial Bank of England has many branches throughout the West Indies, and its notes circulate freely in all the British Possessions, as well as at St. Thomas, where also it has a branch.

The International Bank had begun to establish branches in the British West Indies, but after a very brief term has found it expedient to hand over its business to the Colonial Bank, through which medium the greater part of the Exchange and other Banking operations appears to be transacted.

At Georgetown, however, there is, in addition to the Colonial Bank, a local institution styled the Bank of British Guiana, which, with a comparatively moderate capital, appears to carry on a profitable business, and must add facilities to the commerce of the Colony.

Orders for West India produce, sent to British possessions, can generally be best executed when accompanied by Bank credits on London, which are easily obtainable through the Banking Institutions of these Provinces—credits on New York may also be made available, but hardly with equal advantage. No doubt, as trade increases, improved arrangements may be made by which any direct credit opened by the Banks of Canada, or of the Maritime Provinces, will be equally available, while as intercourse becomes more and more developed, and merchants begin to have mutual confidence, new facilities in negotiating Exchange will be gradually created.

The same remarks as to the mode of paying for produce ordered, will apply to the Foreign West India Islands—Credits on Paris being available in those of France.

In Cuba and Porto Rico a large portion of the circulation is gold and silver. Notes of the Havana Bank are also current, but are only issued of large denominations.

Throughout the British West India Islands, the rate of interest on money is generally

high, while at Havana, where capital has accumulated largely, good commercial paper is not uncommonly discounted under six per cent. per annum, and the price of money is generally moderate.

COMPARISON OF TARIFFS.

The Commissioners submit the following Statements to shew the different rates of duty charged in the various regions they visited, on the leading staples of British America—the whole being reduced to a uniform unit of value. The conversion from sterling into our currency has been made at our usual par of exchange—24s. 4d. to £1 stg.

These tables show how much higher the tariffs of the Spanish West Indies are, than those of the British possessions. But they also make it evident that even in the British Islands the duties are by no means uniform. Flour, which pays 79 cents per barrel in St. Lucia is charged \$1.95 cts. in Jamaica; lumber, which pays 66 cents per M. in Barbados pays \$2 in British Guiana, and similar inequalities are observable on all our other staples. It appears very desirable that a uniform standard should be adopted, and that all changes should be in the direction of reduction:—

FLOUR.

Duty in—	Per brl.
Brazil	\$0 45
Santa Cruz	0 50
Martinique	0 62½
St. Lucia.....	0 79
St. Vincent.....	0 97
Grenada.....	0 97
British Guiana.....	1 00
Barbados	1 06
Tobago	1 20
Trinidad.....	1 22
Hayti.....	1 65
Jamaica.....	1 95
Cuba.....	4 00
Porto Rico.....	4 00

WHITE PINE LUMBER.

Duty in—	Per M.
Hayti.....	Free.
Barbados.....	\$0 63
St. Vincent.....	0 97½
Martinique.....	1 21½
Grenada.....	1 22
St. Lucia.....	1 28
Trinidad.....	1 46
British Guiana.....	2 00
Jamaica.....	2 19
Porto Rico.....	2 65
Brazil.....	5 00
Cuba.....	5 96

FISH—(DRY COD.)

Duty in—	Per 100 lbs.
Barbados.....	\$0 05
Santa Cruz.....	0 23
St. Lucia.....	0 24

	Per 100 lbs.
Trinidad.....	0 24
Grenada.....	0 24
Tobago.....	0 29
Brazil.....	0 30
Hayti.....	0 44
St. Vincent.....	0 44
British Guiana.....	0 45
Porto Rico.....	0 56
Cuba.....	1 04

BUTTER.

Duty in—	Per cwt.
St. Lucia.....	\$0 89
Hayti.....	1 12
St. Vincent.....	1 46
Santa Cruz.....	1 50
Barbados.....	2 12
Grenada.....	2 18
Jamaica.....	2 19
British Guiana.....	2 24
Trinidad.....	2 27
Porto Rico.....	3 11
Tobago.....	3 17
Cuba.....	5 34
Brazil.....	6 70

LARD.

Duty in—	Per cwt.
Santa Cruz.....	\$0 40
St. Vincent.....	0 49
Trinidad.....	0 68
St. Lucia.....	0 70
Barbados.....	1 02
Grenada.....	1 08
Jamaica.....	1 22
Tobago.....	1 60
Hayti.....	1 68
British Guiana.....	2 24
Porto Rico.....	2 44
Brazil.....	2 59
Cuba.....	4 82

PORK.

Duty in—	Per brl. of 200 lbs.
Santa Cruz.....	\$1 48
St. Lucia.....	1 46
Hayti.....	1 50
Brazil.....	1 86
Grenada.....	1 95
Trinidad.....	2 03
Tobago.....	2 05
Barbados.....	2 06
Porto Rico.....	2 65

	Per brl. of 200 lbs.
British Guiana.....	3 00
St. Vincent.....	3 00
Jamaica.....	3 47
Cuba.....	4 30

IMMEDIATE RESULTS OF THE COMMISSION.


With reference to the transactions in Brazil, the Commissioners think it proper to state that although the coasting trade of that vast Empire would no doubt have been ultimately thrown open to the world if they had not visited Rio de Janeiro, this important measure was hastened by their opportune arrival; and the letter of Senr. Saraiva is the first official communication emanating from the Brazilian Government in which it was announced.

Since the return of the Commission, an unusual number of merchants from both the Foreign and British West Indies as well as from Brazil have visited the Provinces for commercial objects, while orders for sugars and molasses have been transmitted from Canada to some of the British West Indies on a larger scale than for many years past. It is also pleasing to know that orders for machinery for the Island of Santa Cruz have been received and are being executed as far inland as Oakville, Canada West. These are encouraging incidents, proving that the attention of commercial men has been attracted and that without waiting for the aid or interference of Governments, they are taking steps to revive and extend direct trade with the countries visited by the Commission. The first experiments may or may not prove successful but experience will be gained, which is of more value than any knowledge which a report, however elaborate, can convey; while the commercial energy and enterprise which it has been the object of the Commission to awaken and direct, will find ways of overcoming or removing the difficulties which may at first present themselves.

 PORTS OF ENTRY IN THE BRITISH WEST INDIES.

*Anguilla, in.....	Anguilla.
St. John's.....	Antigua.
Nassau, N. P., and any Custom-house Port.....	Bahamas.
Bridgetown.....	Barbados.
Hamilton and St. George.....	Bermudas.
New Amsterdam.....	Berbice.
*Georgetown....	Demerara.
Roseau.....	Dominica.
St. George's.....	Grenada.
Kingston, *Savana le Mar, *Montego Bay, *St. Louis, *Port Antonio, *St. Ann's, Falmouth, *Port Maria, *Morant Bay, *Annotto Bay, *Black River, *Rio Bueno, Port Mor- ant, *Old Harbour	Jamaica.
Plymouth	Montserrat.
Charlestown	Nevis.
Basseterre	St. Kitt's.
Castries.....	St. Lucia.
Kingstown.....	St. Vincent.
Scarborough.....	Tobago.
Road Harbour.....	Tortola.
Port of Spain, *San Fernando, and *Mayaro.....	Trinidad.

Those marked thus * are not Warehousing Ports.



VALUES OF EXPORTS from the United States to the under-mentioned Countries of various articles, the produce or manufacture of the United States, which are or can be produced or manufactured in Canada or the other Provinces of British America. (Year ending June, 1864.)

A R T I C L E S .	British West Indies.		French West Indies.		Spanish West Indies.		Hayti and St. Domingo.		Mexico.		Central America.		New Grenada and Venezuela.		Brazil.		Argentine and Cisplatine Republica.	
	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts
Agricultural Implements.....	10,117		817		75,842		10,709		33,701		1,600		41,947		29,073		24,771	
Alcohol.....	11,162				1,428		1,559		9,908		607		13,748				29,503	
Animals.....	4,142				11,231				8,370				349					
Apples.....	9,906		1,900		32,092		1,369		14,233		122		4,632		12,260			
Asnes.....	7		378		649		96		1,727				1,028		462			
Bark.....	35				1,028		424		424						622			
Beef.....	333,663		53,262		51,563		40,664		3,915		1,767		31,540		9,506		1,589	
Beer, Ale and Porter.....	45,693		127		34,050		660		18,274		202		8,326				1,805	
Blacking.....	4,347				2,654		215		6,398		4,791		972		15,241			
Boats and Oars.....	5,201		842		5,552		177		4,191		92		1,979		6,415			
Bone Black.....					113,268				228									
Books, blank.....					9,911		50		1,128									
Books and Shoes (leather).....	150,622		1,061		184,657		22,482		373,146		11,592		112,500		19,192		17,386	
Bread and Biscuit.....	209,300		19,112		93,806		12,419		19,865		2,521		40,717		26,971		3,603	
Bricks.....	2,432		2,008		23,825		3,519		157		300		772				100	
Brooms and Brushes.....	7,244		832		29,734		237		11,755		485		6,776		6,039			
Butter.....	261,633		4,473		222,709		91,605		56,513		1,951		148,466		2,090		2,411	
Cables and Cordage.....	52,402		6,865		193,479		8,227		37,744		655		50,556		50		13,297	
Candles.....	413,372		22,278		191,650		31,611		147,523		878		85,651		8,967		2,908	
Carriages and parts.....	52,921		5,108		48,568		4,111		63,195		1,360		7,774		5,284		6,464	
Cars—Railroad.....	1,974				118,268				7,472		6,000		714		4,560			
Chandeliers and Gas Fixtures.....	1,234		795		31,250		429		461				2,250		12,501		512	
Cheese.....	122,121		2,110		109,187		28,705		21,689		1,189		18,848		1,562		8,855	
Clocks.....	2,485		491		6,179		289		10,116		541		4,352		19,767		2,180	
Clothing.....	32,326		251		35,737		1,467		268,678		3,710		95,720		2,491			
Coal.....	2,443		20,969		9,339		34,186		43,260		20,466		218,481		2,532			
Combs and Buttons.....	1,672				2,162		137		43,260		423		5,844		10,288			
Confectionery.....	4,323		135		8,842		568		3,770				1,909		275		594	
Copper and Brass manufactures, not specified.....	9,354		1,200		33,119		5,395		16,318		510		25,859		1,137		330	
Cutlery.....	13,677		430		46,561		3,376		82,001		2,499		25,482		3,003		600	
Earthen and Stone-ware.....	3,445				11,370		137		17,745				8,929					
Eggs.....	1,666				27,322				1,740									
Fish—dried or smoked.....	35,812		45,183		149,516		511,794		4,472		475		15,227		9,941		1,173	
do pickled.....	73,984		28,099		48,324		228,094		4,137				9,493		3,003			
Furs and Fur-skins.....					11,617		1,137		20,231									
Fruits, preserved or dried.....	8,395		1,923		3,520		60		21,701		273		15,355		3,159		330	
Glass-ware.....	25,454		1,398		52,407		9,301		40,670		518		32,360		45,431		17,475	

G. M.C.....	4,339		93		4,339		93		3,841				172		129			
Grease.....	19,340				19,340				6,244				30,338				2,496	
Gunpowder.....	453,333		56,967		453,333		56,967		40,781		1,904		15,533				46,344	
Hams and Bacon.....	268,997		15,065		268,997		15,065		190,679		21,063		143,758					
Hardware.....	784		784		700		1,066		11,168				5,047		14,790			
Hats—wool, fur or silk.....	21,666		1,066		21,666		1,066		21,932		437		145		187			
Hay.....	34,564		2,460		34,564		2,460		11,996		40		4061		325			
Hemp manufactures, not specified.....	7,250		890		7,250		890		9,788				2,082		322		6,792	
Hops.....	1,288		2,692		1,288		2,692		9,367				69,546		48,680		69,292	
House Furniture.....	205,445		50,427		205,445		50,427		163,192		17,734		5,186		19,157			
Ice.....	56,637		5,013		56,637		5,013		55,892				14,748		22,484		2,877	
India-rubber manufactures.....	50,056		603		50,056		603		55,008		1,124		97		30			
Ink.....	1,480				1,480				2,207				67					
Iron, viz: Castings.....	10,090		90		10,090		90		11,493				2,452		13,369		6,009	
do Nails.....	144,446		9,854		144,446		9,854		70,355		638		11,703		100			
Steam Engines.....	90,264		3,864		90,264		3,864		34,346				9,814		66,000		9,407	
Locomotives.....	341,868				341,868								10,308		54,592			
Other finished machines.....	492,147		1,549		492,147		1,549		13,001		250		71,370		1,005			
Safes and doors.....	9,901		1,098		9,901		1,098		175,672		8,895		171,346		20,111		3,181	
Other manufactures of.....	267,979				267,979				9,656		163		730		513			
Steel manufactures; springs, &c.....	10,641		193		10,641		193		485,128		13,840		29,907		52,049		18,257	
Lamps.....	306,818		41,772		2,206,964		135,629		45,147		894		493,771		249,213		15,612	
Lard.....	23,781		1,310		15,160		258		11,118		6,653		4,734					
Leather, manufactures of, common.....	19,844		796		19,844		796		4,577		1,945		5,417		84			
do do not specified.....	20,551		373		20,551		373		11,559				5,301		80		1,511	
Lime and Cement.....	153,838		28,766		735,337		144,516		215,111		7,410		59,049		81,808		322,677	
Lumber, viz: Boards, planks, &c.....	1,371		135		745,334				2,101				258		1,623		6,527	
do Box shooks.....	1,058				1,058				130				258					
do Other lumber and timber.....	19,481		1,975		58,080		7,701		23,230		1,116		17,477		18,793		137,581	
Marble and Stone—rough.....	16,726		4,521		10,391		41,939		9,638		1,166		1,808		8,766			
do manufactured.....	4,140		157		22,417		177		209		1,625		280		286			
Masts and Spars.....	1,288		786		67,456		2,397		8,081		1,500		2,207		183		66	
Matches.....	29,030		770		23,311		5,504		7,400		1,587		5,433		2,174			
Meats, preserved.....	5,949		330		1,267				9,268		96		802		8,980		872	
Medicines, prepared.....	3,990		1,306		2,558		703		2,179		287		8,354		1,878		738	
Musical instruments.....	10,536				6,122		868		19,188		350		3,245		1,008		1,000	
Oils, viz: Whale and Fish.....	18,119		360		89,534		6,770		5,362		878		14,758		1,145		1,639	
do Lard and Tallow.....	33,927		97		13,346		310		5,624				70,656		1,005		1,639	
do Petroleum, Coal oil, &c.....	55,712		9,655		366,577		12,236		78,234		7,589		70,656		200,573		133,639	
Paints, prepared.....	11,486		2,479		76,817		5,413		11,534		353		3,774		3,272		4,371	
Paper and Stationery.....	19,237		1,307		39,427		8,281		31,744		1,822		21,791		32,013		3,361	
Perfumery and Perfumed Soaps.....	45,968		457		192,229		6,366		64,258		1,393		37,374		5,115		1,273	
Photographic materials.....	5,817		46		34,842		603		14,580		1,526		16,932		5,983		4,032	
Pickles and Sauces.....	3,838		80		20,238		794		10,764		344		9,171		4,902			
Plated Ware.....	3,378		80		6,164		131		13,084		1,107		4,902		482			
	2,771		45		11,511		58		3,058				2,805		5,796			

VALUES of EXPORTS from the United States to the under-mentioned Countries, of various Articles, &c.—Continued.

	British West Indies.	French West Indies.	Spanish West Indies.	Haiti and St. Domingo.	Mexico.	Central America.	New Grenada and Venezuela.	Brazil.	Argentine and Cisplatine Republics.
Pork.....	\$ 803,467	73,153	414,944	920,254	7,160	3,769	25,128	\$ 8,263	\$ 1,337
Potatoes.....	62,616	2,299	309,615	5,828	35,927	581	16,742	47	4,161
Printing Presses and Type.....	10,264	1,955	21,918	1,504	13,690	722	14,187	756	
Rye-meal.....	4,870	163	34,699	2,041	20,063	69	4,116	152	
Oats.....	10,907	9,278	102,897	4,051	8,695		823	333	
Beans.....	98,302	127	6,748	29	3,695		4,291		
Peas.....	205	77	2,326		816		642		
Barley.....	2,138	31	1,549	114	230		228	697	
Bran and shorns.....	9,048	118	13,949	2,511	51,655	469	9,159	1,520	167
Saddlery and harness.....	2,922	62	8,165	2,202	11,449	210	7,186	5,308	1,056
Scales and balances.....	6,254	95	68,687	1,191	53,861	1,272	46,713	50,281	58,737
Sewing machines.....	13,158	164	51,595	1,105	31,466	76	59,085	51,805	30,094
Skirts.....	3,212	329	6,041	3,494	3,494		598		
Snuff.....	42,932	365	67,391	239,268	138,978	305	103,186	39,611	650
Soap.....	28,106	65	4,586	254	29,160	1,534	5,418	2,138	6,353
Spirits, viz: Whiskey.....	6,021		2,541	352	30,030	345	11,748		152
Brandy.....	8,919	1,120	718,955	325	5,961	136	511	493	20,901
Starch.....	91,834	16,605	1,432,134	5,270	2,451	1,625	604	2,962	3,033
Staves and heading.....	170,915	22,274	454,719	428	2,846		8,893	11,272	16,837
Shooks.....	6,563		134,114	1,166	577		62	1,790	32
Hoops.....	1,627	1,613	1,613	1,166	11,360	1,373	1,888	2,000	415
Barrels and Hogsheads, empty.....	69		13,075	600	1,052		349		
Stores and stove furnishings.....	6,847	563	148,661		2,829		81,988	5,276	
Raw goods.....			230		53,749				
Tallow.....		27	230		7,524				
Timber, rough or hewn.....	4,788	20	6,349	1,711	7,524	522	6,693	2,397	1,581
Tim-ware.....	83,400	39,371	97,155	6,975	70,425	628	50,301	31,048	48,760
Tobacco, manufactured, and Cigars.....	6,570	632	36,091	6,501	30,425	75	4,592	2,015	
Trunks and valises.....	1,477	79	27,793	546	4,708	1,339	3,048	396	4,330
Furnish.....		595	3,320	1,435	9,742	403	6,591	156	
Vegetables.....	9,002	11	4,714	154	5,449	474	2,123	325	413
Vinegar.....	8,913	2,010	17,599	1,253	34,214	58	8,031	4,687	
Wagons, carts and wheel-barrows.....	11,453		62,429	28		1,718	69,382		
Wheat.....	3,134,348	556,807	428,562	933,450	855,744	33,553	491,555	3,432,223	223,510
de flour.....		602	26,350	3,681	30,213	804	3,566	10,114	5,615
Wooden wares.....	16,121	3,693	94,932	17,167	37,808	3,967	22,453	11,423	
Wood manufactures, not specified.....	25,541	350	3,100		12,232	616	3,000		
Woolen do.....									
Total Exports from the U.S. of the produce } or manufacture of the U. S.....	10,638,616	1,427,740	18,203,817	4,272,861	10,227,660	312,721	7,217,369	5,434,772	1,469,701

TABLE of the Principal Imports into the United States from the under-mentioned Countries, 1864. — *Concluded.*

ARTICLES.	A R T I C L E S .								
	British West Indies.	French West Indies.	Spanish West Indies.	Hayti and St. Domingo.	Mexico.	Central America.	New Granada and Venezuela.	Brazil.	Argentine Republics.
Hides, dry	\$ 47,826	2,744	42,200	\$ 12,134	\$ 217,314	59,201	\$ 799,439	\$ 986,698	\$ 1,793,167
Green or wet.....	7,776	1,046	2,746	219	2,049	92	.....	39,362	159,558
Goat skins	25,625	.....	145,491	12,475	344,615	30,891	106,787	43,717	91,422
Honey	316	.....	519	704	201	9,945	155	1,098,176	.....
India Rubber, crude	41,865	155	70,065	.....	494	86	263,996	11,894	.....
Iron, old scrap.....	1,113	.....	9,017	.....	172	.....	1,051	62,675	.....
Nuts	1,545	.....	8,988	.....	314	385	800	.....	.....
Oil, Palm and Coconut.....	1,891	.....	718	.....	15	1,755	.....	40,745	.....
Rice, uncleaned or paddy.....	177,679	.....	.....	.....	36,247	.....	741	.....	.....
Salt	95,472	.....	.....	.....	.....	.....	126	.....	.....
Pimento.....	.....	.....	3,795	.....	22,873	.....	.....	.....	.....
Vanilla Beans.....	24,801	120	11,713	.....	.....	.....	.....	.....	.....
Rum.....	989,623	146,101	11,713	2,853	.....	244	298	312	.....
Sugar, brown.....	13,561	8,277	23,320,494	25,021	11,619	106,275	1,144	643,533	.....
Do clayed	547	.....	2,487,229	244	.....	8,701	4,639	35	.....
Do refined	411,222	2,495	19,102	.....	169	.....	10	.....	.....
Molasses	24,980	.....	6,543,489	1,418	.....	666	.....	6,540	.....
Tobacco, leaf.....	11,995	.....	394,140	12,190	2,698	.....	8,384	405	.....
Do manufactured.....	433	42	1,208,618	2	1,690	103	13,639	.....	3,314
Umbrellas and Parasols.....	.....	.....	.....	48	.....	.....	699,022	134	.....
Wool, unmanufactured	166	.....	1,255	.....	96,111	21	15,002	259,366	3,618,431
Total imports of all articles from these Countries into the United States.....	4,085,306	205,415	37,073,054	2,032,712	7,884,391	592,387	8,196,227	14,441,617	5,971,227