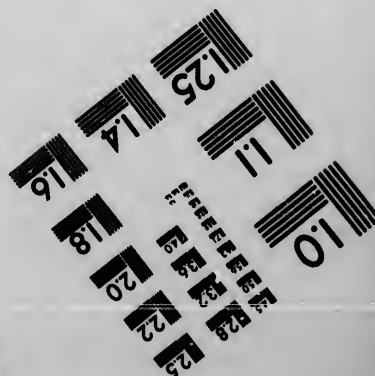
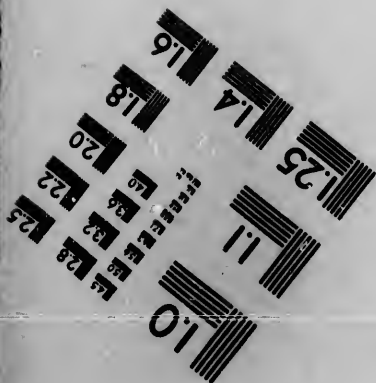
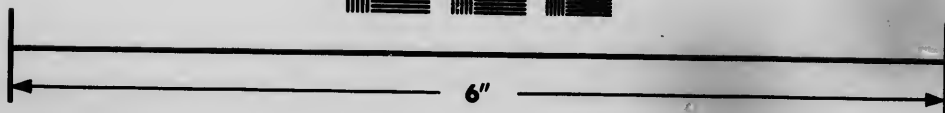
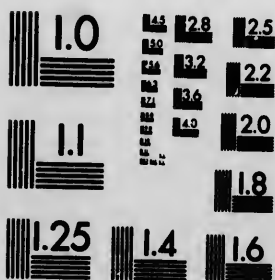


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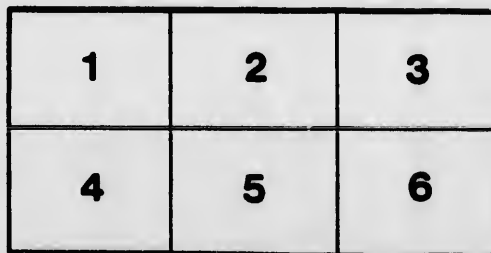
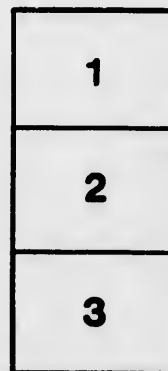
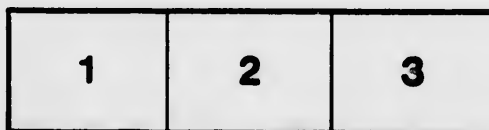
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REPORT OF SIMEON JONES, ESQ.,

COMMISSIONER TO SOUTH AMERICA.

OTTAWA, 20th August, 1888.

To the Honorable
GEORGE E. FOSTER,
Finance Minister of the Dominion of Canada.

SIR,—I have the honor to report to you that in the month of January last I received directions from His Excellency the Governor General in Council to visit South America as a Commissioner on behalf of the Dominion Government for the purpose of making enquiries and reporting to the Government as to the trade requirements and capabilities of the South American countries, and the best means of extending and developing their trade relations with Canada, having especial reference to the Argentine Republic and Uruguay. I also received special instructions to visit Toronto, Montreal, Hamilton and Quebec, before proceeding to South America, for the purpose of consulting with the members of the Boards of Trade in those places, so that I might obtain their views as to the nature of the trade which might be carried on between Canada and South America, and might bear any suggestions they might deem it advisable to make in the matter. I was then to proceed to the Argentine Republic and begin my enquiries there, and after finishing my investigations there to proceed to Uruguay and make enquiries as to the trade requirements of that country, with a view of obtaining for the Government of Canada such full and reliable information as would put them in a position to be able to judge intelligently as to the best course to be adopted for the purpose of developing trade with those and such other countries as I might visit. I was also instructed to report to you as fully as possible as to the nature, class and amount of goods exported from and imported into such countries; the quality of goods most in demand and the prices of the same; the rates of duties and other charges imposed thereon, having especial reference to the products of Canada, such as the products of the forests and mines, as well as fish, coal, and goods manufactured in Canada, which are in demand in South America, and in which, in my opinion, a trade might be developed; and also as to the present means of communication, by steamer and otherwise, between the countries I might visit and other countries, giving the fullest possible details as to the existing lines, their names, ports of departure, destination and ports touched at *en route*, the distances as compared with lines to Canada, the tonnage and carrying capacity of the vessels engaged, the nature of the cargoes carried, rates of freight, port charges, &c., so as to afford all possible information relating to the trade and means of communication with the countries I might visit; including as well any other matters which I might consider of interest to the Government and beneficial to the trade of Canada. In connection with these instructions it was suggested to me that I should interview, as far as possible, the members of the governments of the countries I might visit, the leading merchants, exporters, importers, citizens and public men, and in such interviews I should endeavor not only to obtain from them the information I might require, but should also bring to their notice the advantages Canada offers for reciprocal trade, and should also make enquiries as to whether the governments of the countries I might visit would be willing to aid, by subsidy or otherwise, in the establishment of a line or lines of steamers to Canada, or whether any concessions of duties or otherwise would be made in order to facilitate trade with Canada. These instructions and suggestions were accompanied by an intimation that the Government would be pleased to receive from me any suggestions I might think advisable to make in case of the establishment of a line of steamers to Canada, as to the tonnage of the vessels to be employed

in such a line, the ports at which they should touch, their speed, frequency of trips, &c., &c., and that I should not consider myself wholly bound within the lines of such instructions, suggestions and intimations, but should generally examine, enquire into, and report upon, all trade matters of the countries I might visit, so far as the same would be of interest to the Government or might affect Canadian trade and commerce.

I have the honor to report that I at once entered upon the discharge of the important duties committed to me by the instructions, &c., above referred to, and that before leaving Canada I visited the cities of Ottawa, Toronto, Hamilton, Montreal, Quebec and Halifax, and met and conversed with members of the Boards of Trade and many of the principal merchants and manufacturers of those cities, and also conferred with the Board of Trade and a large number of the merchants and manufacturers of St. John on the subjects referred to in my instructions, and obtained in this way all the information I possibly could bearing upon Canadian trade, with special reference to its development with the countries I have visited, which information I found of great service to me in the prosecution of the work of my visit.

I left Halifax on the nineteenth day of February last and proceeded to England where I obtained from the Marquis of Salisbury letters of introduction to the Ministers resident in London of the Argentine Republic and the Republic of Uruguay, and of the Empire of Brazil as well, from whom I obtained letters of introduction to the Foreign Ministers of those countries.

Upon obtaining these letters I immediately sailed from England, leaving Southampton on the ninth of March, and arriving at Buenos Ayres on the eighth day of April last.

BUENOS AYRES AND THE ARGENTINE REPUBLIC.

Buenos Ayres contains about 450,000 inhabitants, and is one of the busiest cities I have ever seen in proportion to its population. Its internal and foreign trade are immense. Its inhabitants have increased at the rate of 50,000 per year during the last four years, and there seems no practical limits to a steady growth in that direction for a great many years to come.

During the year 1857, permits were taken out for the erection of upwards of seven hundred buildings. I saw upwards of 1,200 ships and vessels lying at one time in the Barracas, a harbour of Buenos Ayres, and this number I learned was a fair average one of the vessels and ships that at one time would be loading or unloading in this port, and this was in addition to the mail steamers which lie outside and do not go into the Barracas. Buenos Ayres has the finest and most extensive system of street railways in proportion to its size of any city in America. They run to all parts of the city and in every direction.

The population of the Argentine Republic is about 4,500,000, and consists of about two-thirds native persons and one-third Italians, Spaniards, French, English, Germans, Swiss and other nationalities difficult to enumerate.

The Argentine Republic extends over 35 degrees of latitude and 20 of longitude. It is bounded on the west by Chili, on the north-west by Bolivia, on the north by Bolivia and Paraguay, on the east by Brazil, Uruguay and the Atlantic Ocean, and on the south by Chili and the Atlantic and Pacific Oceans.

The immigration into the Republic is about 120,000 persons per year, and, beyond question, will continue in increasing proportions. The Government of Argentina is now making a strong effort to obtain immigrants from the north of Europe; the larger number of immigrants hitherto having been from Italy, and whilst these latter persons are industrious, frugal and reliable as workers, a large number of them do not identify themselves with the country, but seek to, and do, return home as soon as they make a few thousands of dollars, thereby enabling them to live comfortably in their own country.

The Republic of Argentina covers about 1,212,600 square miles, or an area equal to that of Great Britain, Ireland, Germany, Austria, France, Italy and Spain together. The greater part of this country is an immense plain. This plain includes in the south the region of the Pampas and in the north the larger portion is a vast tract, called the *Gran Chaco*, a succession of grassy plains of the highest natural fertility. It possesses a larger quantity of good land in proportion to its size than does any other country I have ever visited and of which I have any knowledge. It is largely a prairie country similar to the Canadian North-West, and this alluvial plain or prairie extends for upwards of two thousand miles back into the country from Buenos Ayres. The land consists of about two feet of black mould on a substratum of clay and is fertile beyond anything that has ever come under my observation. In a large part of the country they can take two crops a year from the land and farming, stock raising, wool growing and meat producing is the principal business of the Republic. The number of sheep owned in the Republic is about 100,000,000, and this number vast as it is will go on increasing. Upwards of 35,000,000 acres of land are occupied as sheep farms. There are more than 30,000,000 head of cattle in the country, with upwards of 5,000,000 horses.

By the kindness of Mr. Pierson I was enabled to spend a few days on his estancia, called "Tatay," which gave me a chance of seeing farming life in Argentina. "Tatay" contains 26,000 acres of land, 500 of which are under cultivation. The garden consists of 8 acres, in which fruits of all kinds grow. The stock comprises 47,000 sheep, 12,000 lambs, 450 horses, 4,000 head of cattle, and 3,000 pigs. "Tatay" though a very beautiful estancia is by no means one of the largest. Another estancia I knew of had 85,000 sheep.

From these figures some idea may be had of the vast pastoral industry of the country. There are about 4,000 miles of railway in the Republic, and the lines are constantly being increased. The Government is very progressive, and is leading the people along a course of public improvements that have given and yet promise great results in opening up the country and giving an opportunity to carry on at the greatest advantage the agricultural business of the people. Where such immense agricultural operations are carried on the amount of material sent out of the Republic must be very large, and I will now proceed to describe the foreign trade of the country.

EXPORTS AND IMPORTS—ARGENTINE REPUBLIC.

Exports for 1886 paying Export Duty.

Animal oil.....	13,714
Bones and boneash.....	583,055
Cattle hides.....	5,460,549
Cattle horns.....	149,131
Furriers' waste.....	74,468
Goat skins.....	360,577
Greasy wool.....	31,711,604
Horse hair.....	775,711
Horse hides.....	673,449
Kid skins.....	202,040
Ostrich feathers.....	30,313
Otter skins.....	275,273
Sheep skins.....	6,350,671
Tallow.....	1,715,393
Various skins.....	41,593

\$48,689,841

Exports for 1886 free of Export Duty.

Barley	\$ 17,523
Bran	40,105
Janary seed	18,301
Flour	362,375
Hay	149,414
Indian corn	4,853,421
Meat	3,777,348
Linseed	1,825,172
Live cattle	2,242,251
Manure	7,109
Pea nut	80,747
Stamped gold	7,827,195
Stamped silver	525,094
Wheat	1,510,378
Various articles	1,837,004
	\$24,623,437

Making a total export for the year 1886 of goods to the value of \$73,293,278.

Imports during the year 1886 paying duty.

Alimentary substances, including rice, sugar, coffee, oil, cheese, dried and preserved fruits, vegetables, fish, &c.	\$12,848,391
Brandies, wines, &c.	10,811,877
Clothes, &c.	5,878,574
Combustibles and articles for illumination	1,023,755
Chemical products	3,383,773
Iron and its applications	19,894,644
Leather and its applications	1,328,051
Linen and drapery and dry goods generally	21,903,852
Paper and its applications	2,489,387
Porcelain, crockery and glassware	3,638,188
Tobacco	1,581,380
Various metals and their applications	2,410,930
Wood and its applications, including all kinds of lumber	6,874,195
Various articles	2,431,090
	\$55,070,085

Imports free of Duty for 1886.

Blood stock and live cattle	\$ 157,072
Building stone	407,293
Coal	2,151,222
Coke	11,992
Fencing wire	1,292,866
Fresh fruits	38,835
Gas, railroad &c., materials	5,102,717
Live plants	20,887
Machinery and various implements	36,652
Specimens for sheep diseases	337,262
Gold coin	19,392,933
Silver coin	1,226,573
Several articles	258,919
	\$ 30,435,243

Making the value of the imports for the year 1886, \$115,485,328.

The goods, the product of other countries and such as Canada could supply, most in demand in the Republic, are lumber, coal, cheese, agricultural implements, cotton goods, woollens, horse nails, nails and tacks, spikes, shovels and spades, harrows, ploughs, picks and forks for agricultural purposes; and many other things that Canada could produce could be sold there after the trade has been fairly opened up.

LUMBER.

Beyond question the great staple article that Canada could export to Argentina and Uruguay is lumber. Of this article the Argentines imported in 1886 to the extent

of about 212,000,000 superficial feet. Of this quantity Canada only supplied about 34,000,000 superficial feet, whereas if this trade were cultivated by Canadians to the extent of their capacity to do so, a very much larger portion of the business could be done by this country, as a large amount of the spruce and pine lumber shipped from the United States to Argentina was first purchased in Canada, shipped thence to the United States, and there re-shipped to ports in the Argentine Republic. Of the lumber sent to Argentina in 1887 from Canada, nearly the whole of it was sent from ports on the St. Lawrence, New Brunswick and Nova Scotia sending very little, although they are so situated and supplied with the raw material as to be able to participate in this trade to a very much larger extent than they now do, if the business was carried on as I think it should be.

I here give a table showing the shipments from the Quebec ports for the year 1887 and for each year in condensed form, for the years 1870 to 1886 inclusive.

SHIPMENTS of Lumber from the River St. Lawrence to the River Plate during the Season of 1887.
FROM MONTREAL.

Date.	Vessel.	Pine	Small Storage.	Loaded by.
June 15	Hugh Cann	Sup. Feet. 876 377		Export Lumber Company (Limited).
do 22	Varie			
do 24	Sondle	619,742		do
do 25	Bela	474,543		do
do 26	Sondle	324,996		do
do 29	Hefhi	722,607		do
July 7	Offe	383,723		do
do 9	Zorida	394,244		do
do 9	Dunstaffnage	867,185		do
do 13	Gulaca	1,337,508		do
do 13	Aisylla	224,327		do
do 14	Veritas	867,312		do
do 20	Flash Light	488,680		do
do 20	Faith	427,118		do
do 28	Fanny L. Cann	651,289		do
do 28	E. Svidenborg	590,037		do
August 4	Doniegaro	802,605		do
do 4	Mary J. Baker	670,041		do
do 6	Magnolia	790,569		do
do 13	Eva Lynch	432,886		do
do 15	Samuel McKenzie	302,314		do
do 18	Virginia	530,569		do
do 20	George B. Doane	738,949		do
do 20	M. & E. Cann	754,439		do
do 24	Olivia A. Carrigan	283,381		do
do 28	Kate Cann	809,734		do
do 29	Yuba	751,979		do
Sept. 6	Charles Cox	495,740		do
do 9	Oneta	493,820		do
do 16	Stanley	381,407	36,736	do
do 23	Erle	791,579		do
do 29	Wilhelmina	240,468		do
October 3	Belgium	604,785		do
do 7	Lizzie C. Troop	1,149,086	83,584	do
do 8	Beotor	485,430		do
do 15	Sigald	909,437		do
do 18	Loyalist	379,608		do
do 18	Peggy	220,308		do
do 31	Sultan	1,097,956	84,672	do
do 31	H. B. Cann	1,156,040		do
November 12	James Martin	1,092,725		do
		25,879,327	204,992	

SHIPMENTS of Lumber from the River St. Lawrence to the River Plate during the Season of 1887.

FROM PORTS EXCLUSIVE OF MONTREAL.

Date.	Vessels.	Spruce.	Palings.
		Sup. feet.	
May 20	St. François	176,800	
June 13	Gladan	456,972	23,020
do 29	Beatrice	412,483	
July 4	Aidebaran	465,672	*18,680
do 18	Reynard	788,577	
do 21	Vasco de Gama	384,472	19,720
do 23	Kate C. Maguire	1,087,255	
August 1	Argo	534,825	32,480
do 15	Lottie Bell	150,000	45,000
Sept. 23	Glengarry	487,082	
do 28	Golden Rule	919,235	
October 15	Jeanette	153,819	
do 25	Peacemaker	611,463	
November 3	Sampo	642,487	28,320
do 6	Signet	468,216	
		7,719,058	167,220

*Also 65,476 superficial feet ash.

TOTAL Shipments from the St. Lawrence in 1887.

Pine	Sup. feet.
Spruce	25,878,327
Ash	7,719,058
	65,476
	33,683,861
Small storage	Pieces.
	372,212

SHIPMENTS of lumber from the River St. Lawrence to the River Plate from 1870 to 1886 inclusive.

Year.	sup. ft.	Year.	sup. ft.
1870	25,146,183	1879	12,478,450
1871	16,005,935	1880	10,420,080
1872	28,234,968	1881	16,147,941
1873	38,073,919	1882	24,419,827
1874	16,262,293	1883	18,768,652
1875	10,143,000	1884	36,938,548
1876	3,437,000	1885	31,334,543
1877	8,787,928	1886	29,088,204
1878	10,855,246		

RECAPITULATION—LUMBER.

	White Pine.	Spruce.	Pitch Pine.	Oak and Ash.	Other Kinds.
	M. ft.	M. ft.	M. ft.	M. ft.	M. ft.
Shipments to Buenos Ayres during Dec., 1887.....	877	4,015	4,993	139	106
do Monte Video do do	1,090	708	7	44
do Monte Video do do	838	355	990
Shipments to the river ports and Bahia Blanca during Dec., 1887.....	81	520	1,288	21	178
Shipments to all ports during Dec., 1887.....	2,269	3,890	8,040	167	328
Previously exported to all ports since Jan., 1887....	75,023	50,055	74,949	1,380	4,068
Shipments to all ports for 12 months, 1887.....	77,391	54,945	82,989	1,536	4,426
do do during Dec., 1888.....	4,880	2,279	8,125	140	187
do do same 12 months, 1888.....	55,343	40,329	44,934	1,250	1,350
do do during year 1885.....	81,860	34,284	57,811	1,117	1,047
do do do 1884.....	60,171	53,859	59,829	830	1,149
do do do 1883.....	36,102	29,398	22,759	612	1,355
do do do 1882.....	35,616	22,731	25,208	841	579
do do do 1881.....	28,371	22,836	29,149	899	630
do do do 1880.....	22,363	8,672	10,061	454	1,564
do do do 1879.....	20,707	14,132	11,529	512	1,992
do do do 1878.....	19,060	10,023	16,608	307	2,819
do do do 1877.....	17,918	9,788	12,256	231	304
do do do 1876.....	6,934	2,822	4,851	159	275
do do do 1875.....	17,014	7,458	10,271	431	268
do do do 1874.....	27,100	15,008	17,990	480	312
do do do 1873.....	68,041	14,214	27,852	714	604
do do do 1872.....	40,093	14,160	23,418	431	303
do do do 1871.....	20,464	5,761	11,407	213	257
do do do 1870.....	36,517	5,608	15,369	463	423

One of the reasons why Canada has not participated in the Argentine lumber business as largely as it has been capable of doing, is that lumber intended for the markets of the Republic requires to be procured and prepared for those markets from the stump until finally shipped. A marked peculiarity of the Argentine people is that they adhere with great tenacity of purpose to any ideas they now have, and if they are accustomed to an article of any given character or dimensions, they are unwilling to purchase goods of a different character or dimensions, although the latter articles might suit their purposes just as well as the former. They will not, as a rule, purchase a promiscuously cut cargo, but require the lumber of particular dimensions; for example, they use scantling 2 by 3, 3 by 3, 3 by 4, 3 by 5, 3 by 6, 3 by 9, and 4 by 4 inches, and from 18 to 40 feet long. Boards 1 inch by 12, 1 1/2 by 12 and 2 by 12 inches, and from 12 to 16 feet long; Boards 1 by 6, 16 feet long; 1 by 5, 1 by 4, and 1 by 3 inches, and 16 feet in length. For the information of persons in or desiring to go into this business, I here give what may be called an average bill of lumber required in these markets, with a *pro forma* account of sales of a cargo of such lumber. I also furnish a statement of the present retail prices of spruce and pine lumber.

MEMO. OF ASSORTMENT OF WHITE PINE SUITABLE FOR THE RIVER PLATE.

1 x 10 inch.....	2 p. c.	} 12, 13, 14, 15, 16 feet lengths. * * * * *
1 x 12 do	75 p. c.	
1 x 14 do	3 p. c.	
1 1/2 x 12 do	8 p. c.	
2 x 12 do	12 p. c.	All 16 feet long. do do
100 p. c.		Good shippers.

MEMO. OF ASSORTMENT OF WHITE PINE SUITABLE FOR THE RIVER PLATE.—Con.

1 x 10 inch	2 p. c.	} 12, 13, 14, 15, 16 feet lengths.
1 x 12 do	75 p. c.	
1 x 14 do	3 p. c.	
1 1/2 x 12 do	8 p. c.	
2 x 12 do	12 p. c.	
160 p. c.		Common shippers.

1 x 10 inch	2 p. c.	} 12, 13, 14, 15, 16 feet lengths.	
1 x 12 do	50 p. c.		
1 x 14 do	3 p. c.		
1 1/2 x 12 do	8 p. c.		
2 x 12 do	12 p. c.		
100 p. c.		Good shippers.	
1 x 12 do	15 p. c.	} Selected pine.	
1 1/2 x 12 do	4 p. c.		
2 x 12 do	6 p. c.		
100 p. c.			Good shippers and selected.

1 x 12 inch	45 p. c.	} 12, 13, 14, 15, 16 feet lengths.	
1 1/2 x 12 do	6 p. c.		
2 x 12 do	9 p. c.		
1 x 12 do	30 p. c.		
1 1/2 x 12 do	4 p. c.		
2 x 12 do	6 p. c.	} Good shippers.	
60 p. c.			Good shippers.
40 p. c.			Common shippers.

1 x 12 inch	35 p. c.	} 12, 13, 14, 15, 16 feet lengths.
1 1/2 x 12 do	4 p. c.	
2 x 12 do	6 p. c.	
1 x 12 do	25 p. c.	
1 1/2 x 12 do	3 p. c.	
2 x 12 do	5 p. c.	} Good shippers.
1 x 12 do	12 p. c.	
1 1/2 x 12 do	4 p. c.	
2 x 12 do	6 p. c.	
45 p. c.		
33 p. c.		Common shippers.
27 p. c.		Selected shippers.

MEMO. OF ASSORTMENT OF SPRUCE FOR THE PLATE RIVER MARKET.

2 x 3 inch	8 p. c.	} 18 to 40 feet long
3 x 3 do	25 p. c.	
3 x 4 do	30 p. c.	
3 x 5 do	7 p. c.	
3 x 6 do	12 p. c.	
3 x 9 do	10 p. c.	
4 x 4 do	8 p. c.	
100 p. c.		Spruce lumber.

1 x 12 inch	75 p. c.	} 12 to 16 feet long
1 1/2 x 12 do	10 p. c.	
2 x 12 do	15 p. c.	
100 p. c.		Spruce lumber.

With deck load scantling.

1 x 6 inch	100 p. c.	All 16 feet long.
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Deck load, scantling or boards 1 x 12.

MEMO. OF ASSORTMENT OF SPRUCE FOR THE PLATE RIVER MARKET.—Con.

1 x 6 inch	55 p. c.	12 13 14 15 16 feet long.
1 x 5 do	20 p. c.	7 10 10 10 18 p. c.
1 x 4 do	20 p. c.	2 3 4 5 6 p. c.
1 x 3 do	5 p. c.	1 1 1 1 1 p. c.

Deck load scantling.

1 x 3 inch	4 p. c.	12 to 16 feet.
1 x 4 do	13 p. c.	do
1 x 5 do	15 p. c.	do
1 x 6 do	25 p. c.	do
2 x 3 do	5 p. c.	18 to 40 feet.
3 x 3 do	8 p. c.	do
3 x 4 do	12 p. c.	do
3 x 5 do	3 p. c.	do
3 x 6 do	8 p. c.	do
3 x 9 do	5 p. c.	do
4 x 4 do	2 p. c.	do

100 p. c.

57 p. c. Rails.
43 p. c. Scantling. } Spruce lumber.

Deck load scantling.

1 x 12 inch	36 p. c.	12 to 16 feet long.
1 1/2 x 12 do	6 p. c.	do
2 x 12 do	8 p. c.	do
1 x 3 do	4 p. c.	do
1 x 4 do	10 p. c.	do
1 x 5 do	12 p. c.	do
1 x 6 do	24 p. c.	do

Deck load scantling.

1 x 3 inch	3 p. c.	12 to 16 feet long.
1 x 4 do	8 p. c.	do
1 x 5 do	10 p. c.	do
1 x 6 do	12 p. c.	do
2 x 3 do	2 p. c.	18 to 36 feet long.
3 x 3 do	8 p. c.	do
3 x 4 do	8 p. c.	do
3 x 5 do	3 p. c.	do
3 x 6 do	4 p. c.	do
3 x 9 do	5 p. c.	do
4 x 4 do	3 p. c.	do
1 x 12 do	21 p. c.	12 to 16 feet long.
1 1/2 x 12 do	5 p. c.	do
2 x 12 do	8 p. c.	do

33 p. c. Rails.
33 p. c. Scantling.
34 p. c. Boards and scantling.

Deck load scantling.

1 x 12 inch	36 p. c.	12 to 16 feet long.
1 1/2 x 12 do	6 p. c.	do
2 x 12 do	8 p. c.	do
2 x 3 do	6 p. c.	18 to 36 feet.
3 x 3 do	10 p. c.	do
3 x 4 do	12 p. c.	do
3 x 5 do	4 p. c.	do
3 x 6 do	5 p. c.	do
3 x 9 do	8 p. c.	do
4 x 4 do	5 p. c.	do

50 p. c. Boards and planks.
50 p. c. Scantling.

PRO FORMA ACCOUNT SALES OF A CARGO OF WHITE PINE.

By sundries sold at 6 months.

	ft.	ft.
On deck, 3,000 pieces white pine	50,000	
Less—Customary allowance on deck load for damage by salt water 10 p. c	5,000	
Under deck, 30,000 pieces white pine, measuring	250,000	45,000
Allowance for dry rot, splits, bark, say	5,000	
	<u>245,000</u>	
	<u>290,000</u>	

Sales made per 1,000 feet or per 100 square metres. 1,000 feet=92.9 square metres.

Charges.

Duty on 27,870 sq. metres at valuation of 410 per sq. metres, less 8 p. c. for splits, \$10,741.14 at 11 p. c	\$1,181 53	
Additional for depreciation, 15 p. c	177 23	
O. H. storage, 60 c. per \$100 on valuation	\$1,358 76	
Stamp duty, 10 c. per \$100	68 66	
O. H. stamps	10 80	
Pagare stamps about 20 c. per \$100	7 60	
Postage and petties	<u>25 00</u>	

Measurer, 25c. per 100 sq. metres.
Boca charges towage inwards, about 70 p. c. of \$90 to \$105, according to discharging berth.
Port dues, 80c. per register ton.
Wharfrage, 2c. per ton for the first 100 tons and 1c. for every additional ton per day.
Extras, about \$25 to \$30.
Brokerage, 3 p. c.
Discount, 6 months at from 9 to 15 p. c. per annum.
Commissions on sale, guarantee of debts and returns.
From net proceeds must be deducted at remittance bill brokerage, 10 c. per \$100.
N.B.—Duty and charges are in paper money, and the Customs valuation and duty thereon are liable to alterations each year. All classes pay the same duty, whether common, good, clear, or selected.
Wharfrage on a vessel of 300 tons register would be: first 100 tons, \$2; remaining 200, \$2 to \$4 per day; for 20 days, \$80.
Port dues 20 cents per ton, \$90
Special care must be given to have documents in order. Bill of lading and specification must agree, and the specification must be very full; every different length or width specified, and deck load and under deck load must be stated separately in bill of lading and specification.
Let it be thoroughly understood that only a good article is wanted here. It is no use sending a poor article when it pays the same charges as a good one. Vessels should come chartered to Buenos Ayres Outer Roads for orders, to be given within 48 hours after arrival; to discharge either in the Outer Road or in the Riachuelo, at a berth designated by the charter's agent. Lay days to commence 24 hours after the vessel is alongside of discharging berth and the Customs papers are in order.

PRO FORMA.

ACCOUNT SALES OF A CARGO OF SPRUCE LUMBER.

By sundries sold at 6 months.

	Ft.	
On deck, 3,000 pieces of spruce, measuring	50,000	
Less—Customary allowance on deck load for damage by salt water, 10 p. c	5,000	
Under deck, 30,000 pieces spruce, measuring	250,000	45,000
Allowance for dry rot, splits, bark, &c., say	5,000	
	<u>245,000</u>	
	<u>290,000</u>	

Sales made per 1,000 ft. or per 100 square metres 1,000 feet = 92.9 square metres.

Charges.

Duty on 27,870 square metres at valuation 410 per square metre less 8 p. c. for splits, \$10,741.14 at 11 p. c	\$1,181 53	
Additional for depreciation, 15 p. c	177 23	
	<u>\$1,358 76</u>	

O. H. storage, 80c. per \$100 on valuation	\$38 58
Stamp duty 10c. per \$100	10 80
O. H. stamps	7 50
Pagare stamps about 20c. per \$100	
Postages and petties	25 00

Measurer, 25 c. per 100 square metres.

Boss charges, towage inwards, about 70 p. c. of \$30 to \$105 according to discharging berth.

Port dues, 30 c per register ton.

Wharfage 2 c. per ton for the first 100 tons and 1 c. for every additional ton per day.

Extras about \$35 to \$30.

Brokerage, 1/2 p. c.

Discount 6 months, at from 8 to 15 p. c. per annum.

Commission on sale, guarantee of debts and returns.

From net proceeds must be deducted at remittance Bill brokerage, 10c. per \$100.

N.B.—Only and charges are in paper money.

Wharfage on a vessel of 300 tons register would be: first 100 tons \$2; remaining 200 tons, \$2 or \$4 per day; 20 days, \$80.

Port dues, 30 cents per ton, \$90.

Special care must be given to have documents in order. Bill of lading and specification must agree, and the specification must be very full; every different length or width specified; and deck load and under deck load must be stated separately in bill of lading and specification.

Let it be thoroughly understood that only a good article is wanted here. It is no use sending a poor article when it pays the same charges as a good one.

As good white pine is getting scarce, clear and selected spruce ought to come into more demand.

WHITE PINE, GOOD SHIPPERS.

1 x 12	12 to 16 feet.	
1 1/2 x 12	do	
1 3/4 x 12	do	
2 x 13	do	
1st cost		\$25 00
Insurance and invoice charges, 9 p. c.		2 25
Freight		11 00
Difference in exchange		\$38 25
		2 30
Argentine gold		\$40 55
Difference from 1,000 feet to 100 meters		3 11
With gold at 150, 50 p. c.		\$43 66
Duty and landing charges		21 83
		7 23
Selling price, retail		\$71 73
		78 00

SPRUCE FLOORING, PLANED, TONGUED AND GROOVED.

1st cost	\$20 00
Insurance and invoice charges	1 00
Freight, \$9, less 1/4th	7 20
Difference in exchange	\$28 20
	1 70
Argentine gold	\$29 90
Difference from 100 feet to 100 square meters	2 30
With gold at 150, 50 per cent	\$32 20
Duty and landing charges	18 10
	13 65
Selling price, retail	\$51 85
	57 00

SPRUCE SCANTLING, 1st QUALITY.

1st cost	\$13 00
Insurance and Invoice charges, 5 per cent.....	0 65
Freight.....	9 00
<hr/>	
Difference in exchange.....	\$27 65
	1 36
Argentine gold	\$24 01
Difference from 1,000 feet to 100 meters.....	1 84
<hr/>	
With gold at 150, 50 per cent.....	\$25 85
Duty and landing charges.....	12 93
	7 28
<hr/>	
Selling price, retail.....	\$18 01
	50 00

By an examination of these bills, amounts and statements it can at once be seen what can be done in these markets in the matter of lumber.

I am of the opinion that it would be better for the Canadian lumber merchants to cultivate the lumber business with the South American Republics to a very much larger extent than they have done, and not rely so largely as they have been doing upon the markets of Europe. In these Republics, the demand for Canadian lumber is very large, and now that the Governments have become established and instead of war, peace and progress indicate the normal state of these countries, the demand for lumber that we can supply will go on steadily increasing, and we could more beneficially trade in steady and growing markets than we could in those that are substantially over-supplied by reason of their proximity to the lumber lands of Northern Europe.

More beneficial results will thus accrue to us than we will receive if our people, engaged in this business, continue to force their goods into markets that are nearer the base of supply than they are to the lumber lands of Canada.

COAL.

The second article of large importance that the Maritime Provinces of Canada can supply to Argentina, Uruguay and the other countries of South America, including the great Empire of Brazil, now rapidly becoming a progressive country, is coal. At present South America substantially gets all its coal from Great Britain, and the mines of that country are becoming so heavily taxed to supply the demand of the world, that there is difficulty in meeting all the requirements made upon them. At Sydney, Spring Hill, the Joggins and Cape Breton, coal can be put on board ships cheaper than can be done in England; and upon investigation I found that coal could be carried from the mines in these places to South American ports at a rate of freight cheaper than could be had from British ports, to the ports of South America.

The course of the coal trade in South America is indicated by the following table:—

Imports of coal into Buenos Ayres in the following years were as follows:—

In	Tons.
1884.....	257,327
1885.....	275,457
1886.....	269,643
1887.....	525,718

By this it will be seen that the import of coal into Buenos Ayres more than doubled in four years.

The imports of coal into Monte Video in three of the same years were as follows:—

In	Tons.
1884.....	199,052
1885.....	217,041
1886.....	174,049

In Mount Video the imports of coal from this time forth will largely increase, as that country is just awakening to the greatness of its resources and preparing to develop them.

In 1885 there was imported into Rio, in Brazil, 242,828 tons of coal, and in 1886, 210,524 tons. Brazil requires a large amount of coal and the trade in this article with that country will be reliable and steady.

CHEESE.

The production of cheese by the Canadian farmers has become so large that they have not only been able to supply their own markets but have exported very large quantities of this article to Great Britain, and Great Britain in turn sends large quantities of cheese to South America, and I have no doubt whatever that we could send cheese direct to South America and find a steady and remunerative price for the same. In Argentina, Brazil and Uruguay, the conditions of life are so easy and stock raising so readily accomplished and the profits therefrom so large, that the people of these countries have not as yet gone to any great extent into the production of cheese and butter, but largely get their supply of these articles from abroad. Cheese to the value of \$623,740 was imported into Buenos Ayres in 1886.

I obtained from a reliable source the retail prices of the ordinary articles for family use in Buenos Ayres which I here give. By this it will be seen that living there is far more expensive than it is here, and the price of cheese is so much above the Canadian rate as to cause one to wonder, but money is so plentiful there that people seem able to purchase whatever they desire, notwithstanding the greatness of the cost.

LIST OF ARTICLES FOR ORDINARY USE, &c.

Retail current prices in Buenos Ayres, 12th May, 1888, for sundry articles named below:—

Flour, average per lb.....	5 to 8c.
Potatoes do	5c.
do sweet do	2 to 2½c.
Oatmeal do	14 to 16c.
Rice do	11 to 15c.
Tea do	\$1.00 to \$1.40.
Coffee do	60 to \$1.20.
Sugar do	14 to 16.
do American do	20c.
Sugar cured hams per lb.....	75c. to \$1.00.
Cheese do	6c to \$1.20.
Fresh pork do	20c.
Mutton do	10c.
Beefsteak do	18 to 25c.
Chickens, each	75 to \$1.20.
Eggs, per doz	75c.
Cabbage, per head	12 to 18c.
Turnips very poor, each	5 to 10c.
Grapes per lb.....	18 to 25c.
Apples, per doz.....	40 to 60c.
Pears, per doz.....	30 to 60c.
Oranges, per doz.....	15 to 50c.
House rent from \$100 to \$400 per month.	

N. B.—These prices are quoted in Argentine national currency which reduced one-third will give the value in Canadian money.

AGRICULTURAL IMPLEMENTS.

At present the United States largely supplies to South America the agricultural implements that these countries require. I see no reason why Canadian manufacturers of these articles could not successfully compete with the United States in the production of these goods. The demand for this class of merchandise in South America will go on increasing. The manufacturers in the United States have now

their travellers in almost every part of the Republics of Argentina and Uruguay and the Empire of Brazil, pressing the sale of agricultural implements, machinery and nearly every kind of merchandise. I found that one Canadian company, engaged in the manufacture of agricultural implements, had established an agency in Buenos Ayres and were introducing their goods with every reasonable prospect of doing a successful business, and from my know edge of the capability of Canadian manufacturers to supply these goods as cheap and as well fitted for the purposes intended, I am of the opinion that all the Canadian manufacturer in this line requires are the necessary facilities to place his goods in the South American markets and then it will be seen that he can compete successfully with the manufacturers of these articles in the United States.

COTTON GOODS.

From the investigations I made in reference to the business in cotton goods in South America, I have come to the conclusion that a regular and profitable business could not be done between Canada and these countries except as follows:—The surplus product of Canadian mills could be sold in South America at rates that would secure the manufacturer against loss, but, as a rule, the cotton goods manufactured here are of too heavy a character for the South America market. A thinner and lighter article than is customarily manufactured in Canada could be produced here and find a ready sale in Argentina, Uruguay and Brazil, and with regular steam communication and resident agents in the South American countries there is no doubt but that a business could be created that would leave a profit to the manufacturer, and any way, for many years to come, the surplus stock of Canada would find a market in South America in such a way and at such a rate that it would prove more advantageous to the manufacturers of cotton in Canada to keep their mills going all the time than occasionally to shut down to prevent over-production.

Since my return to Canada I have consulted a leading cotton manufacturer upon this subject and he assures me that he not only can, but he actually will, go into the manufacture of this class of thin light cottons for the markets to which I am now referring, as soon as regular communication between those places and Canada shall be opened up. Before, however, any person manufactures cotton for Argentina, Uruguay or Brazil, he should get from a reliable firm or individual in Buenos Ayres, Monte Video or Rio, the necessary samples, with prices of cottons most in demand there.

At the end of this report I will give the names of a number of such firms and persons, who can be so relied upon, and I was assured while in those cities that they would be glad to give to any Canadian full information upon the subject now immediately under consideration.

WOOLLEN GOODS.

In the use of woollen goods I found that the people of Argentina, Uruguay and Brazil largely use articles at the two extreme points of production. The goods are either of the highest class and the most expensive character, or of the cheaper kind, and the less expensive class of woollen goods is by far the most in use, and inasmuch as wool is admitted into Canada free and pays a heavy duty in the United States, I think a business of considerable proportions could be done in Canada in manufacturing wool imported from Argentina and Uruguay into cheaper forms of tweed and other articles and then supplied to those countries. Regular communication with return cargoes would largely develop the business, as it would many others between Canada and South America.

HORSE NAILS, NAILS, TACKS, &c.

These articles can be produced in Canada at a rate of cost that will admit of their exportation to South America in large quantities, and as evidence of what may

be done by the necessary investigation and obtaining the requisite information, I may say that I noticed, while in Buenos Ayres, that they use horse nails of a different kind from those used in Canada. I brought a few of them with me and gave them to a manufacturer here. He at once manufactured a sample, similar to the ones I gave him, forwarded the sample to a New York house engaged in the Argentine trade, and the result has been that he received an order for several tons of these nails to go to Buenos Ayres, with an intimation that additional large orders for similar goods would follow.

The South American countries import all their iron goods and I am certain, from the observations made by me while in South America, that if a drawback be given to the iron manufacturers in Canada on all goods manufactured in Canada, and exported to South America from this country, so as to place the manufacturer here in as good a position in this particular as is held by his European and United States competitor, a large and continually increasing business can be done in the manufacture in Canada of the class of iron goods hereinbefore referred to, and the exportation of the same to the South American countries.

DUTIES AND PORT CHARGES IN ARGENTINA.

The tendency of the Government of Argentina is towards a policy of protection and the duty has recently been increased upon many articles. These duties will of course be paid by the consumer more or less until the article so protected is manufactured in the country in quantity sufficient to meet the demand, when it will largely have to be paid by the producer of the article so imported, but as yet and for many years to come the imports of manufactured goods into Argentina will be increasingly large.

The following is a list of manufactories at present existing in Buenos Ayres:—

18 Oils (neats foot, linseed).	19 Cigars.	56 Furniture.
4 Musical instruments.	14 Cooking ranges.	1 Files.
1 Starch.	5 Tin articles.	4 Machinery.
3 Tiles.	3 Sweets, &c.	4 Perfumes.
3 Venetian blinds.	3 Spices.	2 Chemicals.
6 Billiard tables.	1 Sheep Dip.	1 Snuff.
1 Paper bags.	18 Macaroni.	2 Wheels.
1 Trusses.	5 Artificial flowers.	4 India rubber stamps.
4 Iron safes.	2 Wax matches.	12 Chairs.
27 Shoes.	1 Fireworks.	8 Soda.
17 Shirts.	5 Biscuits.	6 Wire netting.
49 Carts.	7 Gloves.	4 Ink.
40 Carriages.	1 Tools.	7 Coopers.
4 Brushes.	6 Ice.	14 Candles.
7 Brewers, one in Cordova.	4 Moulds.	2 Glass.
4 Chocolate.	7 Soap.	2 Vinegar.
5 Older.	59 Liqueurs.	8 Bags.

By the laws passed upon this subject in 1887, the duties substantially are as follows:—

Every article manufactured out of Argentina and imported into that country pays a duty of 25 per cent. except the following articles, which are subject as follows:—

1. All tobaccos in general pay a duty of 55 per cent.
2. Firearms and their appurtenances, gunpowder and ammunition, perfumery, all kinds of cigars and snuff, 50 per cent.
3. Linen and drapery in general, hats, shoes, harness, carriages, furniture, matches not made of wax, crackers, "Yuba Mate" prepared, and articles of art, 45 per cent.
4. Non-galvanized iron in plates, ingots, bar and hoop iron, white pine, rough spruce, coigne, ordinary salt, printing and writing papers of whatever size, 10 per cent.
5. Pack cloth, jewelry, wrought gold, and silver, silk for embroidery and sewing; all kinds of instruments or utensils, with a gold or silver handle or ornamentation,

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when they shall thereby have their value raised one-third; ploughs, stoves, and barrels of wood or iron for filling; paper covered, or card-board, or linen bound books, without gilt edges; presses, implements or stock for printing offices only, with the exception of type; lithographic presses; all kinds of machinery for agricultural or industrial establishments, steam engines, duplicate pieces for the same machines, wires for binding sheaves, sulphuric acid and sulphate of lime, 5 per cent.

6. On all unset precious stones, 2 per cent.

7. The specific duties that are enumerated as follows:—

Every 100 kilogrammes of wheat.....	\$1 65
One kilogramme of starch	5
do do coffee	8
do do vermicelli.....	7
do do fine biscuit and other pastry.....	9
do do corn flour and Indian flour.....	4
do do shelled Indian corn.....	4
do do all kinds of tea.....	30
do do sugar in general.....	7
Litre ordinary wine in cask.....	6
Good wine.....	22
Every bottle not containing more than a litre of wine of whatever kind.....	22
A litre or a bottle of beer or older.....	15
Alcohols in cask not to exceed 30°.....	15
Liquors in general not to exceed 25°.....	15
Alcohols in bottles, each bottle to contain no more than 1 litre and not exceeding 25°.....	25
(Those of a higher alcoholic strength pay proportionally).	
Kerosene, per litre.....	25
Stearine or paraffine candles, per kilog.....	15
Stearine, per kilog.....	13
Playing cards, per each gross.....	10 90
Wax matches, per kilog.....	50

The articles by weight that are packed in two or more covers shall pay the specific duties, taking into account the immediate cover.

The following articles are free of duty:—

Ships and machinery for steamers, coal, fencing and telegraph wires, blood stock and live cattle, fresh fish, fresh fruit, furniture and implements belonging to immigrants and of small value, stamped gold and silver in the grain, in bars or in dust, live plants, iron or steel material for permanent railroads or tramways, locomotives, wheels for same with or without axles, iron tubes not galvanized for gas or water works of a diameter of at least 75 millimetres, quicksilver for guards, combos of more than 2 kilos, centre lits and special mining powder, articles for purposes of religious worship at the request of prelates, articles and books for schools at the request of Provincial Governments or Educational Councils, such seeds as the Executive may consider not to be intended for other but agricultural purposes, specifics for sheep diseases.

All kinds of produce and manufactures are free of export duty with the exception of the following which pay on their value as follows:—

A duty of 4 per cent. on greasy or washed wool, game, skins, greasy or washed sheep skins, and ostrich feathers;

A duty of 3 per cent. on animal oil, home spun, ash, horsehair, furriers' waste, grease, tallow, bones and skin, not specified in the former article.

The following are the port charges in Buenos Ayres:—

Mole dues. Two cents per day for every 100 tons register up to 100 tons and 1 cent for the excess. Thus a ship of 560 tons for 20 days would pay \$132. This charge is payable either by captain or consignee according to the charter-party. It should be by the latter, but captains who do not know the customs of the port are sometimes taken in and have to pay it.

Light dues. Seven cents for each ton register; i. e., 3½ cents entering and 3½ cents going out. Vessels entering or leaving in ballast pay half rates.

Sanitary dues. Two cents per ton register. Vessels from infected ports or without bill of health pay double. Vessels in ballast or without passengers pay half.

Riachuelo Port dues (Boca). Vessels entering the Riachuelo loaded pay the following:—From 100 to 150 tons, 15 cents per ton register; from 150 tons and upwards, 30 cents per ton register; steamers or ships in ballast pay half.

The storage charges at Buenos Ayres are according to the following scale:—Storage of articles outside Custom House:—Lumber, 25 cents per month per 1,000 feet; coal, 16 cents per month per ton; sugar, 4 cents per month per barrel; starch, 2 cents per month per cask.

NOTE.—All duties and charges are in paper money.

REVENUE OF ARGENTINA.

The revenue of the Argentine Republic for 1886 was the sum of \$46,615,000, and there was a surplus of \$139,000.

MEANS OF COMMUNICATION BETWEEN CANADA AND SOUTH AMERICA.

At the present time the only direct means of communication between Canada and the South American nations is by sailing vessels, and these do not make voyages at stated periods. The steamers plying between Great Britain and the rest of Europe and the countries in South America are very numerous and of good size, and well adapted to the business, so far as speed and safety are concerned.

The following tables show the number of sailing vessels and steamers that, in 1885, went to the Argentine Republic, and the number that left the ports of that country for other places abroad during the same year:—

SAILING VESSELS.

	Entered.			Sailed.		
	Number of Vessels.	Tons.	Hands.	Number of Vessels.	Tons.	Hands.
Antilles.....	21	9,659	214	269	130,782	2,912
Belgium.....	21	8,293	223	21	8,346	316
Brazil.....	128	16,407	918	211	66,614	1,691
Can.	33	21,611	406	2	1,627	27
Chi.	2	528	17	47	29,071	679
France.....	64	24,042	678	44	20,287	491
Germany.....	37	13,455	348	11	3,534	103
Italy.....	34	15,732	418	14	5,752	151
Norway.....	10	1,865	86	1	179	7
Paraguay.....	197	25,746	2,733	73	7,893	497
Spain.....	61	27,761	729	28	8,636	279
United States.....	344	183,402	3,742	211	117,038	2,482
United Kingdom.....	482	210,163	5,369	314	103,269	2,777
Uruguay.....	3,449	205,466	20,460	1,110	58,478	5,221
Several.....	45	7,473	251	95	39,909	986
Totals.....	4,908	771,583	36,613	2,441	600,915	18,619

STEAMERS.

	Entered.			Sailed.		
	Number of Steamers.	Tons.	Hands.	Number of Steamers.	Tons.	Hands.
Belgium.....	49	61,180	1,301	102	132,249	3,082
Brazil.....	347	52,092	7,458	370	76,758	7,839
France.....	125	182,053	7,716	191	310,625	9,596
Germany.....	116	171,314	4,868	120	175,975	5,214
Italy.....	83	141,506	6,185	60	103,995	4,567
Paraguay.....	1,088	297,437	34,589	1,108	298,581	37,899
Spain.....	37	44,473	1,185	16	21,895	567
United Kingdom.....	327	444,149	11,783	217	292,019	8,461
United States.....	5	5,880	130	14	17,504	280
Uruguay.....	4,493	1,429,523	182,371	4,845	1,308,584	171,820
Others.....	1	91	12	8	9,238	265
Totals.....	8,671	2,829,726	257,578	6,549	2,748,803	249,610

Upon examination of this table it will be seen that in the year 1885 not even one steamer left Canada for the Argentine Republic, and whilst 33 sailing vessels went thither from this country, only two made voyages hither in return, which proves that the interchange of commerce between the two countries is very small indeed. Nor did this state of things improve during the year 1886, for whilst in this last mentioned year 74 sailing vessels cleared from Canadian ports for the Argentine Republic only nineteen vessels cleared from the last mentioned country for Canada, every one of which came in ballast, and the trade will remain in this exceedingly unsatisfactory state until regular lines of steamers take the trade that requires to be done regularly. Merchants either in Canada or in South America who deal in manufactured goods require to know at the time they order them when and how they can receive their goods and to send goods forward for sale in many instances would only be to sacrifice them. It will also be further seen, by reference to the table, that, in 1885, 344 sailing vessels left the United States for the Argentine Republic and 211 returned or made voyages to the United States from Argentina, and in the same year while the number of steamers from the United States to Argentina was 5, the return voyages by steamers were 14. The steamship business between Argentina and the United States is not of a regular character and is managed, so far as it exists, not by persons in the United States, but largely by an English firm which at present manages and controls 80 steamers, and now that the United States Congress has granted a large sum of money to the Government to develop trade between that country and South America doubtless by next year a subsidy will be given to a line of steamers between the United States and Buenos Ayres, and a regular and steady commerce between the United States and Buenos Ayres will be opened up and sustained.

There are seven regular lines of steamers between Great Britain and Buenos Ayres, three between Italy and Buenos Ayres, two between Germany and that place and five between France and the port of Buenos Ayres. The steamers of these lines run with great regularity, and nearly all of them call at Pernambuco, Bahia and Rio de Janeiro, and at Santos in Brazil, and at Monte Video in Uruguay, on the way to Buenos Ayres, and at the same places on the return voyages, so that all these places have regular and frequent means of communication among themselves and with Europe. It is only when we turn to North America that the great blank in trade communication appears so prominent as to astonish one that the United States and Canada have allowed the merchants of Europe to outstrip them so far in the

race for a successful participation in the rich and growing commerce of the southern portion of this great continent.

The distance from Great Britain to Pernambuco is about 4,700 miles, from Pernambuco to Rio about 1,300 miles, from Rio to Monte Video about 1,120 miles, and from Monte Video to Buenos Ayres about 110 miles, making in all a distance of 7,230 miles from Great Britain to Buenos Ayres, whilst from Canada to Buenos Ayres the distance is about 6,730 miles.

The names of the steamship lines running steamers regularly between Great Britain and the River Plate are as follows:—

The Royal Mail Line,
The Pacific Mail Line,
The Lampert and Holt Line,
The Clyde Line,
Messrs. Gollatly, Hankey, Sewell & Co.'s Line,
The Allan Line, and
Messrs. Holder Bros. & Co.'s Line.

The British steamers belonging to these lines depart substantially from Liverpool, London and Southampton, and nearly all the English steamers call at Vigo, in Spain, and Lisbon, in Portugal, in going to and coming from South America.

To give the names and tonnage of the steamships engaged in the trade between Europe and the River Plate would unduly swell the bulk of this report, and I shall therefore upon this point express myself in generalities.

The number of steamers arriving at the River Plate per year and departing from the same is about 600. The tonnage ranges from 1,000 tons net to 4,000 net, the largest number being between 1,000 tons and 2,500 tons net each. There are not many of these steamers above 2,500 tons net, and scarcely any of them below 1,000 tons net.

It will, therefore, be seen that there are nearly two steamers a day for every working day in the year leaving Europe for the Argentine Republic, and the same number leaving the Republic for Europe, engaged in handling an enormous commerce between the continent of Europe and the British Islands and South America, and such is the tremendous energy displayed and put forth by the Republic of Argentina, with less than 5,000,000 of population, to enter into the commerce of the world and press its trade with foreign countries, and develop its internal resources, and bring within its borders a portion of the people of other countries, as well as to increase its population and the products of the soil of the great country under its control, that it is not satisfied with this comparatively vast amount of steamship accommodation, but it has lately taken steps to establish a line of steamers between northern Europe and Buenos Ayres, and between Buenos Ayres and the United States as well.

CONTRACT FOR STEAMSHIP SUBSIDY.

For the information of the Canadian Government, and because the Minister of Foreign Affairs for the Argentine Republic intimated to me that, in the event of the Governments of Argentina and Canada agreeing to subsidize a line of steamers between the River Plate and Canada, that such subsidy, so far as the Government of the Republic is concerned, would be granted somewhat on the terms of the contract hereinafter set forth, except that instead of the aid being a guarantee on capital it would be in the form of a yearly subsidy, I here supply for the use of the Canadian Government a copy of such contract, which, when given me, was in Spanish, and which I have had translated into English, with as much accuracy as I possibly could.

The following are the bases of the contract entered into by the Argentine Government and Robert Patterson Houston for direct navigation between the ports of the north of Europe and those of the Argentine Republic:—

Hands.	us.
249	3,082
738	7,839
625	9,598
975	5,214
995	4,567
551	37,899
895	567
019	8,481
504	280
594	171,820
238	285
303	249,610

1885 not even sailing vessels return, which is very small whilst in this the Argentine for Canada, is exceedingly requires to be deal in manu- how they can es would only table, that, in public and 211 id in the same ina was 5, the en Argentina ar as it exists, ouch at present Congress has between that iven to a line ar and steady d up and sus-

n and Buenos and that place of these lines oo, Bahia and y, on the way that all these selves and eat blank in United States so far in the

Law No. 2,252 of 24th November, 1887.

1. The government lends the guarantee of five per cent. annually up to the amount of £1,250,000 stg. for the construction of ten steamers of at least 4,000 tons burden each, destined to the direct navigation from the north of Europe to ports of the Republic and for the construction of four steam launches destined for the landing up rivers of the emigrants and cargo which the steamers may bring.
2. The executive power may determine the nationality of the emigrants who shall be carried by these steamers.
3. The postal service must be gratuitous.
4. In case of war the government will have the right to occupy these steamers as transports, under the conditions that will be stipulated in the contract. Should they be destined for cruizers or vessels of war the government will pay the cost that they may be valued at but which is not to exceed the original cost.
5. On board of each vessel the government can have as many as eight cadets for their practice, education to the sea.
6. When the net proceeds of the company exceed 5 per cent. it will re-imburse the government with the sums that it may have received in the name of guarantee. In the case of the profits of the company arriving at 10 per cent, the excess shall be divided between the government and shareholders.
7. In the construction of the vessels arrangement must be made to reduce the accommodation of first and second class passengers in order to give the most ample space possible to third class passengers or emigrants.
8. The guarantee of 5 per cent. will begin to count in proportion to the vessels that may be constructed and from the day on which they begin their voyage to the Republic, comprehending in this the four steam launches which are to be of light draught and adapted for the navigation of the Parma and Uruguay Rivers.
9. The minimum velocity of the steamers shall be sixteen nautical miles per hour.
10. For the purposes of the guarantee, Houston will present to the Argentine Legation in England where the vessels shall be constructed the vouchers for the cost of each one and should that be considered excessive it will be fixed by arbiters.
11. The term of the guarantee shall be fifteen years, and in no case can this exceed £62,500 annually.
12. The navigation shall be direct between the north of Europe to the ports of the Republic, the steamer not touching anywhere except at Montevideo and the points where it is customary to take coal. On their return voyages they may touch at any port.
13. At least once per week will arrive one of steamers at a port of the Republic.
14. The cargo which the company may bring for the Argentine government will have a rebate of 40 per cent. from that paid by private shippers, excepting coals and iron which will have a rebate of 20 per cent.
15. The company will make cash the expenses which it may judge necessary to establish the current of immigration, employing for this purpose.
16. The prices of the passages for immigrants will be fixed by common accord between the government and the company, the company thereby not renouncing any benefit, or that the Argentine government may possibly accord by those who introduce emigrants into the country.
17. In each one of the steamers running between Europe and the Republic, the company must have a refrigerating chamber which can contain at least 3,000 carcasses of mutton, or its equivalent in beef.
18. The fourteen vessels named shall fly the national flag of the Argentine Republic, and each one shall bear the name of an Argentine Province.
19. The term of the guarantee having expired, the vessels shall continue always under the Argentine flag so long as they navigate to and from the ports of the Republic.
20. In each of the vessels there will be an Argentine doctor, or of other nationality who shall have made good his titles in the Republic. Said doctors shall be named by the government at the request of the company.
21. Fifteen months after the signing of this contract the service of navigation will begin in two years, counting from the same date, all the vessels shall be in service.
22. It is understood that this line of steamers is in addition to that already established between Liverpool and the other ports of the Republic by Mr. Houston, which steamers will continue as at present.

BUENOS AYRES, 9th August, 1887.

Basis agreed upon between the executive force and Mr. Robert Paterson Houston, for the establishment of direct navigation between the United States of North America and the ports of the Republic.

Article 1. Mr. Robert Paterson Houston pledges himself to establish a direct line of steamers from the United States to Buenos Ayres, the service of which will commence four or five months after signing the contract with the Argentine government.

Article 2. The service will be performed by three or four steamers of the same class and conditions as those that have been proposed for the navigation from the north of Europe, these having to be constructed within the time fixed for the others, but without refrigerating chambers.

Article 3. Until then the navigation will be made by other steamers that will be provided by Houston, the same being adequate for passengers and cargo.

Article 4. The guarantee of five per cent. will be upon a capital of £360,000 sterling maximum cost of construction of these steamers, and in consequence thereof is not to exceed the sum of £18,000 sterling annually.

The other conditions that have been agreed upon for the navigation from the North of Europe are likewise applicable to this project.

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DEPARTMENT OF FOREIGN AFFAIRS,
BUENOS AYRES, 24th November, 1887.

Whereas, the Senate and Deputies of the Argentine Nation assembled in Congress and sanction with the force of law:

Article 1st. Let the executive be authorized to contract with Mr. Robert P. Houston for the establishment of a direct line of navigation between the northern ports of Europe and those of the Republic.

Article 2nd. Let the executive be likewise empowered to contract with Mr. Robert P. Houston for the establishment of a direct line of navigation between the United States of North America and the Republic.

Article 3rd. In celebrating the respective contracts the executive power shall proceed in accordance with the basis already established with Mr. Robert P. Houston, except the following modifications in Articles 1 and 2 of this project.

No. 1. The first basis in this form:—

Article 1. The Argentine government guarantees five per cent. annually to the amount of £1,250,000 sterling, for the construction of ten steamers of at least 4,000 tons burthen, destined for the direct navigation between the north of Europe and the ports of the Republic and for the construction of four steam launches to be used in the transport of their emigrants and cargo up the rivers.

No. 2. The second basis thus:—
Art. 2. The executive power will determine the nationality of the emigrants which shall be conveyed by these steamers.

3. In the fourth basis add to the end of the first paragraph the words "in the contract."

4. Again in the fourth basis modify the second paragraph in the following form:—"If required for blockade runners or vessels of war government to pay the assessed value and which must not by any reason exceed the original cost."

5. In the sixth basis insert in the first paragraph these lines:—"Should the net profits exceed five per cent., the excess shall go to pay government for all that has advanced on the guarantee."

6. Add to the foot of basis eleven the following lines:—"And in no case can this exceed £63,500 sterling annually."

7. The basis 15 in this form:—"The company may undertake at its own cost whatever expenses it may deem necessary to create a current of emigration, employing for this end propagation agents."

8. At the foot of basis 4 add in reference to the basis accorded for the direct navigation with the United States:—"Not exceeding by nevertheless the sum of £18,000 sterling annually."

Art. 4. Let this be communicated to the executive.

Given in the Session Chamber of the Argentine Congress in Buenos Ayres on 19th November, 1887. Let it be fulfilled, published and entered in the National Register.

QUAREZ CELMAN,
N. QUIRNO COSTA.

RATES OF FREIGHT.

The nature of the cargoes carried to and from the Argentine Republic is indicated by the tabular statements of the imports and exports of the country, hereinbefore set forth. The rates of freight to and from the Argentine Republic and Uruguay vary greatly; by the English line from 15s. to 40s. per ton; by the German line from 20 marks to 30 marks per ton; by the French line from 20 to 30 francs per ton, and by the Italian line from 25 to 35 francs per ton.

RECIPROCAL TRADE.

In the interviews that I had with the Foreign Minister of the Argentine Republic, I learned that the Republic had so far treated all countries alike in the matter of trade, but that the policy of the country was to do what it thought was in its best interests so long as justice was done, but whilst I got no expression of opinion from him that it would agree to a reciprocity treaty, I gathered from what he said and from what I learned from other leading public men and merchants of the place, that the Government would do what it thought best to promote trade with other countries and that whilst it has entered upon a course of protection to home industries, it is ready to consider any proposition for the extension of the commerce of the country.

SUBSIDY TO STEAMERS TO SOUTH AMERICA.

In the interview that I had with the Foreign Minister of Argentina the subject of granting a subsidy to a line of steamers to run between Canada and Buenos Ayres was fully discussed and the Minister informed me that he had no doubt but the Argentine Government would grant a subsidy to a line of steamers to run between Canada and the River Plate, equal in amount to that given by the Government of

Canada. And I am of opinion, after making the fullest investigation that I could, that the Government of Canada should, with as little delay as possible, do its part towards the granting of such a subsidy as would lead to the establishment of regular steam communication and connection between Argentina and Canada. So far as lumber and coal are concerned, no doubt a large business could be done in sailing vessels, but if an interchange of manufactured merchandise is to be secured, then quickness and regularity become imperative.

Canada cannot secure a market in South America for its manufactures unless it first attains to regular communication, and as the trade becomes developed it will be found that the amount of lumber and coal that sailing vessels can carry will be greatly increased, as the steamship business will stimulate other branches of trade between the two countries than that carried on by steamers.

Since my return I have enquired into the coal production of Canada, and I find that at the prices at which coal can be put on board ship in Canada, a successful trade in coal can be established between Canada and the countries of South America. In illustration of this point I am able to say that during last year 350 steamers coaled up at Sydney, Cape Breton, which they would not have done, if coal could be had cheaper in Great Britain.

In establishing a line of steamers between Canada and South America, the two great staples of lumber and coal would from the start afford a cargo, and by degrees, I believe, manufactured goods would take the place of these two articles. For the first period of, say, from five to seven years, two steamers might be sufficient for the business. More could of course be added as the trade developed. The steamers should be of about 1,200 tons, net measurement, and capable of steaming 13 knots an hour, with accommodation for about 40 first class passengers. I have made full inquiry into the matter of the cost of running steamers between Canada and the River Plate, and find that the expense of the round trip would be about \$12,000 for a steamer of about 1,200 tons.

The subsidy for, say, the first five years, would have to be larger than for the second five years, but after the lapse of ten years a line in my opinion would be self-sustaining. These steamers should after leaving Canada call at least at one West Indian port, thence proceed to Buenos Ayres, calling at Rio, Monte Video and at other ports on the way to the mouth of the River Plate, and on their return these steamers should call at the same places, with the privilege of calling at any port along the route to and from which they could secure passengers and freight. These steamers could give through bills of lading to and from all ports in Canada and South America and United States ports as well. Each of these steamers could make four trips per year. The travel to and from the Republic is very extensive, the present lines being crowded and their rates very high, and if a line to and from Canada were established a part of this travel would be available to a Canadian line and largely assist in making the steamers self-sustaining, and in the event of the Government, either with or without the assistance of the Republic, subsidizing a line of steamers as is now being referred to, I expect it to develop a large trade, as the South American countries are importing very extensively all descriptions of merchandise, especially those most abundant in the Dominion of Canada, viz., lumber, coal and fish, and our manufacturers of agricultural implements, cottons, &c., would find there a ready market, hitherto practically closed against them for want of a regular and direct communication.

URUGUAY.

Very many of the remarks that I have made about the Republic of Argentina will apply to Uruguay. The two countries are similar in regard to their productions and requirements. The land in Uruguay is unsurpassed in fertility and capacity to produce. It has been said that there is not an acre of unproductive land in the Republic. The country is about the size of England and is capable of sustaining a population of from ten to fifteen millions of people at the least. The country is

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beautiful in situation. The population has doubled during the last five years and I see no reason why it should not go on increasing until it amounts to the millions I have stated. The population of Uruguay now amounts to about 500,000 souls. It produces 5,000,000 bushels of grain annually, and has about 7,000,000 cattle, 700,000 horses and 11,000,000 sheep. The Government of Uruguay is aggressive in its policy. In developing the country it has already invested \$12,000,000 in railways and is projecting further lines, which will, when finished, cost about \$50,000,000 and give the country about 1,500 miles of road. The foreign commerce of the country in 1887 was as follows:—Imports, \$23,970,873; exports, \$18,671,996. The Government when I visited Monte Video, as I was informed, was arranging for the construction of a harbor at that city, at a cost of about \$3,000,000. In fact, everything necessary to press on the development of the country was apparently being done, and the people are exceedingly enterprising and progressive, and if the Canadian Government, merchants and manufacturers enter upon the work of opening up trade with Argentina, they will find these enterprising neighbors of that Republic amongst their best customers, as vessels to and from Buenos Ayres can call at Monte Video without going out of their way.

The duties and port charges of Uruguay are substantially as follows:—

Customs Duties.

Agricultural implements.....	8 per cent.
Art works.....	30½ do
Brass goods.....	30½ do
Brooms of all kinds.....	30½ do
Candles.....	43 do
Carriages.....	47 do
Watches and clocks.....	50½ do
Coal.....	Free.
Cotton manufactures.....	30½ and some 47 do
Earthen, stone and china ware.....	30½ do
Glass manufacture.....	30½ do
Iron and steel.....	30½ do
Jewellery.....	8½ do
Leather and leather manufactures.....	47 do
Paraffine, paints.....	13½ do
Paper.....	8 do
Plated ware.....	36½ do
Salt meat, lard, butter, cheese.....	51 do
Starch.....	47 do
Lumber of all kinds, undressed.....	20 do
Furniture.....	47 do

Fees paid by the ocean vessels at the General Marine Prefecture:

Steamers.

Register for trans-Atlantic packets.....	\$90 00
do packets to Brazil.....	25 00
Bill of health.....	4 00
National lighthouses.....	3 cents per ton.
Lighthouses belonging to private companies along the Oriental and Argentine coast.....	12½ do
Touching at Monte Video only.....	10½ do

Sailing Vessels.

Pilot boat.....	\$1 50
And the same fees as steamers, with the exception of the packet register.	

NOTE.—These fees are paid for the round voyage.

Tonnage Fees.

On the 12th May, 1887, a law was decreed abolishing register tonnage fees, which were charged on ships entering the port of Monte Video.

BRAZIL.

I arrived in Brazil on the outward voyage from Europe on the 29th day of March last on my way to Buenos Ayres, and I again went to Rio on the 21st day of May. Whilst in Brazil I made full enquiry into all matters of trade between that country and Europe and America. Many of the remarks that I have made about the business with the Argentine Republic and Uruguay will apply to Brazil. Steamers plying between Canada and the River Plate would call at Brazil, as the principal ports of that country would lie in their way. The principal exports from Brazil are coffee, raw sugar, cotton and tobacco; and return cargoes in coffee, cotton and sugar could be had by steamers returning from the Argentine Republic to Canada. The Brazilians require large quantities of fish, but the duty is very heavy, in fact the rate of duties on goods imported into Brazil is very high, ranging from 40 per cent. to upwards of 100 per cent. The tariff is not levied upon the principle of protection to home industries, but simply to raise money, and the requirements of the country for money are so large that the leading point observed in arranging the tariff is to get as much revenue as possible. I received the information that the Government of Brazil would not aid in giving a subsidy to a line of Canadian steamers. I was not able to ascertain if reciprocal trade relations, covering fish and other natural products of Canada, could be had, but from the information I did get I came to the conclusion that reciprocal trade relations with Brazil could not be secured, as they have heavy export duties on the articles that Canada would take from that country. They, however, require the fish that can be sent them from the Maritime Provinces, and it may be that after a further consideration by the Government of Brazil in the matter of fish from Canada that they will admit this article free of duty, upon consideration that we admit certain leading Brazilian products upon similar terms. At a first glance at the subject it might appear that the export duties would so increase the cost of Brazilian products that buyers could do little in purchasing coffee, cotton and sugar in their markets, but I found on investigation that those duties are paid by the Brazilian people, as this class of goods was no higher in price in the markets of Brazil than was similar merchandise in other places. I am clearly of opinion that, if a line of steamers be established between Canada and the River Plate, cargoes to Canada from Brazil can be had whenever the same may be required. The exports from Rio in the year ending in June, 1887, were about the value of \$55,000,000. The imports of the same place during the same time amounted in value to about the sum of \$51,000,000, and with the exception of agricultural implements the imports into Brazil are similar to those going into the Argentine Republic and Uruguay, save this, that they do not proportionately import as much lumber as do the Argentines and the people of Uruguay, and although Brazil exports raw cotton the import of manufactured cotton is very large and they import largely in the line of woollen goods as well. Trade between Canada and Brazil needs only to be cultivated to gain proportionately large dimensions, but Canadians, and to a great extent the people of the United States as well, have allowed the foreign commerce of Brazil to pass into or remain in the hands of the merchants and manufacturers of Europe, for although the United States are large purchasers of coffee in Brazil they have not as yet supplied the Brazilian markets, except to a very limited extent, with North American products. What I have said about Rio will apply proportionately to the other ports of that country. The foreign trade of Rio, as will be seen by the figures given above is more than \$100,000,000 per year. This fact should attract the attention of the Canadian merchants and manufacturers and lead them to make an earnest effort for a participation therein to a very much greater extent than they have done in the past.

RECEPTION IN BUENOS AYRES.

I found upon my arrival in the city of Buenos Ayres that the public men, merchants and others of that place very highly appreciated the fact that Canada had

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sent a commissioner to that country for the purposes covered by my instructions, and I was very warmly welcomed by leading men in all the chief walks of life. Many gentlemen went out of their way to express to me the warmth of their feelings of appreciation of the courtesy of the Canadian Government in sending a commissioner to the Republic to endeavor to extend trade between the two countries. The "Globo," one of the principal papers of the Republic, thus referred to my mission, &c. :—

"Mr. S. Jones, special commissioner for the Government of Canada, arrived in town yesterday. He comes as we have already announced, to study and report to his government on the commercial and economical state of our Republic. Her British Majesty's chargé d'affaires, Mr. Jenner, presented the Canadian Envoy to His Excellency the Minister of Foreign Affairs, where he presented his letters of recommendation from our Minister in London; also from the Marquis of Salisbury. Dr. Costa received him warmly and presented him to Señor Agote, President of the National Public Credit Department; to Dr. Saestre, President of the National Bank, and to Dr. Legarreta, President of the Chamber of Commerce, and several others. Mr. Jones expressed himself deeply grateful for the attentions received from these and many other leading gentlemen, not doubting that he will thus be enabled to realize the object of his important mission, each and all of them having freely promised him their cordial co-operation. The "Globo" salutes this distinguished foreigner and predicts for him a pleasant stay in our country, and the best result for his mission of friendship and progress."

Nor was this expression of good will on the part of the "Globo" any exception to the uniformly declared welcome and desire for success extended to me by the press of the city of Buenos Ayres in reference to the objects I had in view. There are twenty-three daily newspapers published in that city, two of which are printed in English, one in French, one in Italian, one in German and the remainder in the Spanish language, and they seemed to vie with each other in expressing their desire for the success of my mission. The press of the Argentine Republic is in a very advanced state. It seems to feel the impulse of the great wealth of the country and leads the people, not only in the matter of news and general intelligence, but takes a very advanced position in supporting the Government in the progressive attitude it has assumed in developing the resources of the country. I should like to mention the names of the gentlemen of Buenos Ayres who extended to me acts of kindness and furnished me information with regard to the objects of my visit, but they were so numerous that to mention them all would simply be to give a list of names, and to select a few would be invidious. I therefore must confine myself to a general expression of thanks to the different gentlemen above referred to.

Mr. Turner, the Acting British Consul at Buenos Ayres, and Mr. Jenner, Her Majesty's Chargé d'Affaires at Buenos Ayres, both entered warmly into the matter of forwarding the interests of my mission, and did everything in their power to make my visit successful.

RECEPTION IN URUGUAY.

On my arrival in Monte Video I was introduced by the British Minister to Dr. Lagos, Foreign Minister for Uruguay, who in turn introduced me to the President of the Republic, His Excellency Maximo Santos, by whom I was most cordially received. He placed a steamer at my disposal during my stay in the country, and did everything he could to forward my work. He is a very liberal minded statesman, and a bold and independent leader, and seems to have only in view the elevation, progress and development of his country. When he came into power Uruguay was in a very depressed state, as the Republic had been devastated by war and nearly destroyed by dissensions and want of purpose on the part of the people, but he, with the aid of a most accomplished Ministry, has led the country to a very high state of prosperity, which seemed indicative of yet higher altitudes in national growth and success.

The press of Monte Video is in no way behind that of Buenos Ayres in its intellectual and progressive status. There is one paper published in Monte Video in the English language, and edited by Mr. Melville Ford, called the "Express." Almost immediately on my arrival he called upon me and extended to me a hospitable and courteous welcome, and during my stay in Uruguay did what he could to enable me

successfully to carry on my mission. The remainder of the press of Monte Video also did everything they possibly could to forward my interests as a representative of the Canadian Government.

BUSINESS FIRMS, &c.

Appended hereto is a list of the names of firms and merchants doing business either in Buenos Ayres, Monte Video or Rio de Janeiro, who are reliable to the fullest extent and to whom Canadian business can be safely entrusted and from whom Canadian manufacturers and merchants can obtain all kinds of mercantile intelligence, and from nearly all of whom I received the most spontaneous intimations that they would gladly furnish Canadian merchants and manufacturers with any information upon the subject of South American trade within their power to give. I also in the appendix give the names, amount of capital and circulation of the banks of Buenos Ayres.

CONCLUDING REMARKS.

I am deeply impressed with the idea that if an attempt be made (and I think it should be made) to develop trade between Canada and South America, the Dominion should have at least one representative there, whose duty it should be to study the trade of the South American countries and report at least once a year to the Canadian Government as to the state, tendency and probable volume of business and other things connected therewith, in order that the merchants and manufacturers of Canada might have continually before them the requisite information to deal intelligently with all trade questions between the Dominion and South America. This duty is now performed by the British Consuls in South America for the people of Great Britain, and it has been a great factor in enabling British merchants and manufacturers to take the advanced position in South American commerce that they now hold. It should be arranged that such representative should not permanently reside in one place, but travel from city to city at different times during each year, reporting as frequently as need be to the Government in this country upon the matters given him in charge, which reports should be given to the public as soon as possible after being submitted to the Governor General in Council.

Trusting that from a mission, upon which I entered with much diffidence and the duties of which I have discharged to the best of my ability, there will arise some good to the Canadian people,

I have the honor to be, Sir,
Your obedient servant,
SIMEON JONES.

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APPENDIX.

CORRESPONDENTS.

BUENOS AYRES.

Juan & José Drysdale, Peru 440, Lumber, Agricultural Implements, Tools, &c.
 Thomas Drysdale, Moreno 90 do do do do
 Shaw Brothers, Pcdras 35 do do do do
 Milligan & Williamson, Ouyo 654, Lumber, Sugar, Starch, &c.
 Juan Shaw & Sons, Venezuela 363, Sewing Machines, Tools, Clocks, &c.
 George Bell & Sons, Defensa 649, Lumber, &c.
 Barclay Campbell & Co., Maipu 84, Cottons, Canvas, &c.
 Hardy & Co., Maipu 94 do do
 Bates, Stokes & Co., Malpu 135.
 Moore & Tudor, Maipu 163, Groceries.
 M. G. Fortune, Piedad 513, Investments.
 C. I. Bowers & Co., Cangallo 851, Groceries.
 Tomkinson, Dungey & Co., V. de Mayo 188, Ship Brokers.
 Williamson & Co., Ouyo 354 do
 Wm. Samson & Co., Reconquista 390 do
 J. P. Boyd & Co., Piedad 370, Coals.
 D. M. Rennie, Peru, 116.

MONTE VIDEO.

Matthew Vincent & Co., Dry Goods.
 Hardy & Co. do
 J. K. Theobald & Co., Monte Video and Buenos Ayres, General Commission Merchants.
 Wilson & Co., Coals.
 Williams & Co, Ship Brokers.
 Moore & Tudor, Groceries.
 G. Vassie do

RIO DE JANEIRO.

M. G. May.
 Messrs. Phillips Brothers & Co.
 Wilson, Sons & Co.
 Watson Ritchie & Co.
 Wenceslau Quimares & Co.
 T. F. Bassett & Co.

BANKS—BUENOS AYRES.

Name of Banks.	Capital.	Deposits.
Provincial Bank of Buenos Ayres.....	\$ 34,300,178	\$ 95,157,705
National Bank do	20,866,708	34,867,080
London and River Platte Bank	3,024,000	40,380,832
English Bank of the River Platte.....	2,520,000	18,999,406
Italy and River Platte Bank.....	3,060,000	18,717,648
Provincial Bank of Santa Fe.....	5,000,000	3,026,319
Provincial Bank of Cordova	2,500,000	3,202,200
Spanish Bank of the River Platte.....	3,000,000	6,070,165
River Platte Loan, Trust and Agency Company.....	1,917,140
Provincial Bank of Entre Rios	1,208,710	611,884
Commercial Bank	2,000,000	2,268,239
The La Plata Building Bank	1,000,000	240,996
The Mendes Bros. & Co. & Lucaman.....	500,000	336,539
The Cayo Bank	350,000	588,635
Provincial Bank of Satta	500,000	329,165

