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- Additional comments /  
Commentaires supplémentaires:

In Sessional paper No. 5, Part III, page 68 is incorrectly numbered page 78.

In Sessional paper No. 5, Appendix, pages 10-11, 78-79, 82-83, 86-87 & 90-91 are incorrectly numbered pages 66-67, 70-71, 74-75, 78-79.

In Sessional paper No. 5B, Minutes of proceedings ... June 28<sup>th</sup>-July 9<sup>th</sup>, 1894 starts at page v.

In Sessional paper No. 5B, The Colonial Conference ... Ottawa, Canada, page 340 is incorrectly numbered page 440.

# SESSIONAL PAPERS

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FOURTH SESSION OF THE SEVENTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1894



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3. Lists of Shareholders in the Chartered Banks of Canada, as on 31st December, 1893. Presented 20th April, 1894, by Hon. G. E. Foster..... *Printed for both distribution and sessional papers.*
- 3a. Report of dividends remaining unpaid and unclaimed balances in the chartered banks of Canada, for five years and upwards, prior to 31st December, 1893. Presented 11th June, 1894, by Hon. G. E. Foster..... *Printed for both distribution and sessional papers.*

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- 4a. Preliminary abstract of the business of Canadian life insurance companies for the year ending 31st December, 1893. Presented 20th March, 1894, by Hon. G. E. Foster. *Printed for both distribution and sessional papers.*
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- 5a. Report of the Mission to Australia, by the Minister of Trade and Commerce. Presented 4th July, 1894, by Sir John Thompson..... *Printed for both distribution and sessional papers.*
- 5b. The Colonial Conference, held at Ottawa, 1894.....*Printed for both distribution and sessional papers.*

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6. Tables of the Trade and Navigation of Canada for the fiscal year ended 30th June, 1893. Presented 27th March, 1894, by Hon. N. C. Wallace .....*Printed for both distribution and sessional papers.*
7. Inland Revenues of Canada. Part I., Excise, etc., for the fiscal year ended 30th June, 1893. Presented 20th March, 1894, by Hon. J. F. Wood...*Printed for both distribution and sessional papers.*
- 7a. Inland Revenues of Canada. Part II., Adulteration of Food, 1893. Presented 14th June, 1884, by Hon. J. F. Wood.....*Printed for both distribution and sessional papers.*
- 7b. Inland Revenues of Canada. Part III., Inspection of Weights and Measures and Gas. Presented 6th July, 1894, by Hon. J. F. Wood... ..*Printed for both distribution and sessional papers.*

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- 8a. Report on Canadian Archives, 1893. Presented 12th June, 1894, by Sir John Thompson.  
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- 8b. Third Annual Report of the Dairy Commissioner of Canada for 1892-93. Presented 18th May, 1894, by Hon. T. M. Daly..... *Printed for both distribution and sessional papers.*
- 8c. Report of the Director and Officers of the Experimental Farms for the year 1893. Presented 20th April, 1894, by Hon. G. E. Foster..... *Printed for both distribution and sessional papers.*

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- 8d. The Scheduling of Cattle in England—the Canadian Case. Presented 4th May, 1894, by Hon. T. M. Daly.....*Printed for both distribution and sessional papers.*
- 8e. Special Report of the Executive Commissioner on Awards on Agricultural Implements at Chicago, 1893. Presented 7th May, 1894, by Hon. T. M. Daly.  
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- 8f. Criminal Statistics for the year 1893..... *Printed for both distribution and sessional papers.*
- 8g. Report of the Executive Commissioner on the World's Columbian Exposition.  
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- 8h. Special Report on the production of and markets for Butter and Cheese.  
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9. Annual Report of the Minister of Public Works, for the fiscal year ended 30th June, 1893. Presented 16th April, 1894, by Hon. J. A. Ouimet.....*Printed for both distribution and sessional papers.*
10. Annual Report of the Minister of Railways and Canals, for the past fiscal year, from the 1st July, 1892, to the 30th June, 1893. Presented 27th March, 1894, by Hon. J. Haggart.  
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- 11\*.** Annual Report of the Department of Marine and Fisheries, for the fiscal year ended 30th June, 1893—Fisheries. Presented 11th April, 1894, by Sir Charles Hibbert Tupper. . . . .  
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- 11a.** Report of the Chairman of the Board of Steamboat Inspection, etc., for calendar year ended 31st December, 1893. . . . . *Printed for both distribution and sessional papers.*

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- 13.** Annual Report of the Department of the Interior, for the year 1893. Presented 21st March, 1894, by Hon. T. M. Daly . . . . . *Printed for both distribution and sessional papers.*
- 13a.** Summary Report of the Geological Survey Department, for the year 1893. Presented 20th March, 1894, by Hon. T. M. Daly . . . . . *Printed for both distribution and sessional papers.*
- 14.** Annual Report of the Department of Indian Affairs, for the year ended 31st December, 1893. Presented 20th March, 1894, by Hon. T. M. Daly . . . . . *Printed for both distribution and sessional papers.*

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- 15.** Report of the Commissioner of the North-west Mounted Police Force, 1893. Presented 13th April, 1894, by Hon. W. B. Ives. . . . . *Printed for both distribution and sessional papers.*
- 16.** Report of the Secretary of State of Canada, for the year ended 31st December, 1893. Presented 20th March, 1894, by Hon. J. Costigan. . . . . *Printed for both distribution and sessional papers.*
- 16a.** Civil Service List of Canada, 1893. Presented 20th March, 1894, by Hon. J. Costigan. . . . .  
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- 16b.** Report of the Board of Civil Service Examiners, for the year ended 31st December, 1893. Presented 30th March, 1894, by Hon. J. Costigan. . . . . *Printed for both distribution and sessional papers.*
- 16c.** Annual Report of the Department of Public Printing and Stationery of Canada, for the year ending 30th June, 1893, with a partial report for services during six months ending 31st December, 1893. Presented 23rd May, 1894, by Hon. J. Costigan. . . . .  
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- 17.** Report of the Joint Librarians of Parliament for the year 1893. Presented 15th March, 1894, by Hon. Mr. Speaker . . . . . *Printed for sessional papers only.*
- 18.** Report of the Minister of Justice as to Penitentiaries in Canada, for the year ended 30th June, 1893. Presented 20th March, 1894, by Sir John Thompson. . . . .  
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- 19.** Report of the Department of Militia and Defence of Canada, for the year ended 30th June, 1893. Presented 19th April, 1894, by Hon. J. C. Patterson. . . . .  
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- 19a.** Establishment Lists of the Active Militia for the financial year, 1894-95. Presented 20th July, 1894, by Hon. J. C. Patterson . . . . . *Printed for both distribution and sessional papers.*
- 20.** Statement of the affairs of the Canadian Loan and Investment Company, on the 31st December, 1893. Presented 20th July, 1894, by Hon. Mr. Speaker . . . . . *Not printed.*

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23. Return to an order of the House of Commons, dated 15th March, 1893, for a return showing the number of employees dismissed from the Prince Edward Island Railway since the 1st day of March, 1892, the name of each employee dismissed, the date of each dismissal, the reasons for such dismissals; also the names of employees reinstated, if any. Presented 20th March, 1894.—*Mr. Perry*..... *Not printed.*
24. Return to an order of the House of Commons, dated 20th March, 1893, for copies of all documents, claims, petitions, correspondence, reports of the superintendent of the Chambly canal, reports of experts and others, plans, agreements, proposals and decisions of the government in relation to the claim of Joseph Lacouture, of the parish of St. Luc, for damages caused to his property by the waters of the Chambly canal. Presented 20th March, 1894.—*Mr. Levernue*.... *Not printed.*
25. Statement of all superannuations and retiring allowances in the civil service, giving the name and rank of each person superannuated or retired, his salary, age and length of service; his allowance and cause of retirement, whether vacancy has been filled by promotion or new appointment, &c., for the year ended 31st December, 1893. Presented 20th March, 1894, by Hon. G. E. Foster.  
*Not printed.*
- 25a. Return to an order of the House of Commons, dated 10th April, 1894, for a return showing the number of permanent civil servants in each department, inside and outside service, who contribute to the superannuation fund, and the gross amount of wages paid. Presented 25th April, 1894.—*Mr. McMullen*..... *Not printed.*
26. Statement of expenditure on account of miscellaneous unforeseen expenses, from 1st July, 1893, to date. Presented 20th March, 1894, by Hon. G. E. Foster..... *Not printed.*
27. Statement of Governor General's Warrants issued since last session of parliament, on account of the fiscal years 1892-93 and 1893-94, in accordance with the Consolidated Revenue and Audit Act, section 32, subsection b. Presented 20th March, 1894, by Hon. G. E. Foster..... *Not printed.*
28. Papers and correspondence relative to the payment to the Canadian Pacific Railway Company of amounts deducted from their subsidy in the year 1883. Presented 20th March, 1894, by Hon. G. E. Foster..... *Not printed.*
29. Return to an address of the House of Commons to his excellency the Governor General, dated 20th March, 1894, for copies of papers and correspondence relating to charges made against Mr. Justice Palmer, or to his resignation and acceptance thereof. Presented 20th March, 1894.—*Mr. Davies*.  
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- 30.** Return of applications for registration under the provisions of chapter 131, Revised Statutes of Canada, "An Act respecting Trade Unions." Presented 20th March, 1894, by Hon. J. Costigan. *Not printed.*
- 31.** List of public officers to whom commissions have issued under chapter 19 of the Revised Statutes of Canada, during the year 1893. Presented 20th March, 1894, by Hon. J. Costigan. *Printed in No. 16.*
- 32.** Order establishing certain rules in respect of matters therein mentioned, in the Exchequer Court of Canada. Presented 20th March, 1894, by Hon. J. Costigan. *Not printed.*
- 33.** Copy of an order in council of the 17th January, 1894, continuing for the current year the issue of licenses to United States fishing vessels to enter any ports on the Atlantic coast for the purchase of bait, etc. Presented 21st March, 1894, by Sir Charles Hibbert Tupper. *Not printed.*
- 33a.** Return to an address of the House of Commons to his excellency the Governor General, dated 16th April, 1894, for: 1. Copy of order in council appointing Théophile Sabourin fishery overseer for the division of the Lake of Two Mountains and Isle Perrot. 2. Of the order in council appointing Julien Montpetit fishery overseer for the same division. 3. Of all instructions and orders issued by the fisheries department to the said overseers. 4. Of the reports of the two said overseers for the years 1891, 1892. Presented 5th June, 1894.—*Mr. Harwood*. *Not printed.*
- 33b.** Return to an address of the House of Commons to his excellency the Governor General, dated 26th April, 1894, for copies of all telegrams, letters, petitions, orders in council, and all correspondence relating to the dismissal of Timothy McQueen as fishery overseer in the county of Kent, Ontario. Presented 8th May, 1894.—*Mr. Campbell*. *Not printed.*
- 33c.** Return to an address of the House of Commons to his excellency the Governor General, dated 25th April, 1894, for copies of all papers, letters, petitions and reports sent to the minister of marine and fisheries, from 1st October, 1893, to this date, respecting the dismissal of I. B. Chevalier, of Iberville, from the post of fishery overseer; and of any communication sent from the government to the said I. B. Chevalier. Presented 11th May, 1894.—*Mr. Béchard*. *Not printed.*
- 33d.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1894, for a return of all papers, correspondence, telegrams, reports to and orders in council, together with all departmental orders relating to the discharge from office as superintendent of St. Paul's island and keeper of Ingonish island, of Mr. Samuel Campbell, or relating to his superannuation allowance. Presented 23rd May, 1894.—*Mr. Davies*. *Not printed.*
- 33e.** Return to an order of the House of Commons, dated 14th May, 1894, for copies of all correspondence since 1st January, 1892, to the present time, from fishery officers and others from the western counties of Nova Scotia and the county of Charlotte in New Brunswick, as regards the taking of lobsters and of the limitation of size, and of all recommendations in regard to the same. Also a copy of all correspondence between the minister of marine and fisheries and his officials and all other persons as regards the close season for the herring fishing at Two Island harbour, Grand Manan, and of the weirs at that place. Presented 11th June, 1894.—*Mr. Bowers*. *Not printed.*
- 33f.** Return to an address of the House of Commons to his excellency the Governor General, dated 26th April, 1894, for copies of all orders in council and departmental orders now in force in the province of Ontario, concerning fisheries therein, and of all petitions received by the department with regard to the same. Presented 21st June, 1894.—*Mr. McGregor*. *Not printed.*
- 34.** List of all lands sold by the Canadian Pacific Railway Company from the 1st October, 1892, to the 1st October, 1893. Presented 21st March, 1894, by Hon. T. M. Daly. *Not printed.*
- 34a.** Return under resolution of the 20th February, 1882, in so far as the same is furnished by the department of the interior, respecting the Canadian Pacific Railway Company. Presented 28th March, 1894, by Hon. T. M. Daly. *Not printed.*
- 34b.** Return to an order of the House of Commons, dated 15th March, 1893, for copies of all documents, memorials and correspondence between the government and the Sorel board of trade and others, in relation to the granting of a subsidy to the Canadian Pacific Railway Company, for the rebuilding of a bridge at St. Michel d'Yamaska. Presented 10th April, 1894.—*Mr. Bruneau*. *Not printed.*

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- 34c.** Return to an address of the Senate to his excellency the Governor General, dated 5th April, 1894, for a schedule of the passenger and freight rates of the Canadian Pacific Railway Company, including the rates from St. Paul and Minneapolis to the seaboard, now in force. Presented 30th April, 1894.—*Hon. Mr. Boulton* ..... *Not printed.*
- 34d.** Return to an address of the Senate to his excellency the Governor General, dated 17th May, 1894, for a schedule of the passenger and freight rates of the Intercolonial Railway; and the revenue derived by the Canadian Pacific Railway Company on its western division, between Port Arthur and Calgary, for the financial years ending 1892 and 1893. Presented 6th June, 1894.—*Hon. Mr. Boulton.*  
*Not printed.*
- 35.** Return of orders in council, in accordance with subsection (*d.*) of section 38 of the regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the province of British Columbia. Presented 27th March, 1894, by Hon. T. M. Daly.  
*Not printed.*
- 35a.** Return of orders in council of 1893 relating to the department of the interior, in accordance with clause 91 of the Dominion Lands Act, chapter 54, Revised Statutes of Canada. Presented 27th March, 1894, by Hon. T. M. Daly ..... *Not printed.*
- 35b.** Statement in reference to fishing bounty payments for 1892-93, required by chapter 96 of the Revised Statutes of Canada. Presented 28th March, 1894, by Sir Charles Hibbert Tupper.... *Not printed.*
- 36.** Return to an order of the House of Commons, dated 1st March, 1893, for copies of all reports, documents, maps, manuscripts and correspondence in relation to exploring expeditions heretofore made to James Bay and Hudson Bay. Presented 27th March, 1894.—*Mr. Jones* .. *Not printed.*
- 37.** Return to an address of the House of Commons to his excellency the Governor General, dated 20th March, 1894, for a return showing copies of all petitions or communications to the government or to any member thereof, or to his excellency, asking for any interference with the sentence passed by his lordship the Hon. Mr. Justice Rose on Messrs. McGreevy and Connolly, of all replies thereto and all correspondence between any member of the government and any other person on the subject of commutation of such sentence; of all medical reports made in regard to either said McGreevy or Connolly, whilst undergoing such sentence; of all reports or recommendations on the said subject, by any member of the government to his excellency, and of all replies thereto and of all orders in council in anywise bearing upon the subject of the commutation of said sentences. Presented 29th March, 1894.—*Mr. Mulock*..... *Not printed.*
- 38.** Detailed statement of all bonds and securities registered in the department of the secretary of state of Canada, since last return, 1893, submitted to the parliament of Canada under section 23, chapter 19, of the Revised Statutes of Canada. Presented 29th March, 1894, by Hon. J. Costigan.  
*Not printed.*
- 39.** Return to an order of the House of Commons, dated 20th March, 1894, for a return showing the dates in each year since May 5th, 1887, when the Public Accounts, the Appropriation Accounts, and the Trade and Navigation Returns of Canada, for the next preceding fiscal year, have been published and ready for distribution; and when the said accounts and returns have been issued to the senators and members of the House of Commons of Canada in each of the years aforesaid. Presented 30th March, 1894.—*Mr. Charlton*..... *Not printed.*
- 40.** Return to an order of the House of Commons, dated 13th March, 1893, for a return showing the number of school teachers engaged in teaching in the North-west Territories, and the length of time each was engaged during the past year, with the salary received; also the number of pupils attending each school, and all sources of revenue for the maintenance of schools. Presented 2nd April, 1894.—*Mr. Semple*..... *Not printed.*
- 40a.** Supplementary return to an address of the Senate to his excellency the Governor General, dated 3rd February, 1893, for: 1. A copy of the deliberations, resolutions and ordinances of the former council of Assiniboia, relating to educational matters within its jurisdiction as it existed on the banks of the Red river before the creation of the province of Manitoba. 2. A statement of the amounts paid by the said council of Assiniboia for the maintenance of schools, showing the person<sup>s</sup> to whom such payments were made, the schools for which such amounts were paid, and the religious denomination to which such schools belonged. 3. A statement of the amounts paid by

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- the Hudson Bay Company, or by its agents, to the schools then existing in the territories forming to-day the province of Manitoba. 4. A copy of all memoranda and instructions serving as basis for the negotiations as a result of which Manitoba became one of the provinces of the confederation; together with a copy of the minutes of the deliberation of the persons charged on both parts to settle the conditions of the creation of the province of Manitoba and of its entrance into the confederation; and also a copy of all memoranda, returns and orders in council, establishing such conditions of entrance, or serving as a basis for the preparation of "The Manitoba Act."
5. A copy of the despatches and instructions from the imperial government to the government of Canada on the subject of the entrance of the province of Manitoba into the confederation, comprising therein the recommendations of the imperial government concerning the rights and privileges of the population of the Territories, and the guarantees of protection to be accorded to the acquired rights, to the property, to the customs and to the institutions of that population by the government of Canada, in the settlement of the difficulties which marked that period of the history of the Canadian West. 6. A copy of the acts passed by the legislature of Manitoba relating to education in that province and especially of the first act passed on this subject after the entrance of the said province of Manitoba into the confederation, and of the laws existing upon the same subject in the said province immediately before the passing of the acts of 1890, relating to the public schools and relating to the department of education. 7. A copy of all regulations with respect to schools passed by the government of Manitoba or by the advisory board, in virtue of the laws passed in 1890 by the legislature of Manitoba relating to public schools and the department of education. 8. A copy of all correspondence, petitions, memoranda, resolutions, briefs, factums, judgments (as well of first instance as in all stages of appeal), relating to the school laws of the said province of Manitoba, since the 1st June, 1890, or to the claims of catholics on this subject; and also a copy of all reports to the privy council and of all orders in council relating to the same subject since the same date. Presented 21st March, 1894.—*Hon. Mr. Bernier*. . . . . *Printed for both distribution and sessional papers.*
- 40b.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1894, for copies of all papers, petitions, letters, reports, minutes and orders in council respecting the school law of Prince Edward Island, intitled "The Public Schools Act, 1877." Presented 23rd April, 1894.—*Mr. Leclair*. . . . . *Printed for both distribution and sessional papers.*
- 40c.** Return to an address of the Senate to his excellency the Governor General, dated 9th April, 1894, for copies of all school ordinances, school regulations and amendments thereto, adopted by the legislative assembly, the executive, and any board or council of education, in reference to the establishment, maintenance and administration of schools in the North-west Territories since 1885. Also for copies of all petitions, memorials and correspondence in reference thereto. Also for copies of all orders in council, reports to the governor general in council, and all communications and representations to the authorities in the North-west Territories. Presented 30th April, 1894.—*Hon. Mr. Bernier*. . . . . *Printed for both distribution and sessional papers.*
- 40d.** Return to an address of the House of Commons to his excellency the Governor General, dated 21st March, 1894, for copies of all petitions, memorials and correspondence, in reference to the appeal made in the name of the Roman catholic minority of the province of Manitoba, in reference to the school laws of that province; also copies of reports to and orders in council in reference to the same; also copies of the case submitted to the supreme court of Canada respecting aforesaid appeal, and including factums and all materials in connection therewith, and copies of all judgments rendered and answers given by said court on or to the questions referred to them. Presented 27th June, 1894.—*Mr. LaRivière*. . . . . *Printed for sessional papers only.*
- 41.** Return to an address of the Senate to his excellency the Governor General, dated 20th March, 1893, for a copy of all documents in relation to the demand of Michel Gosselin, Half-breed, living at Roseberry, Manitoba, and claiming indemnity for losses sustained during the troubles in the North-west in 1869 and 1870. Also a copy of all correspondence exchanged between the Dominion government and the said Michel Gosselin in relation to the said claim. Presented 21st March, 1894.—*Hon. Mr. Bellerose*. . . . . *Not printed.*
- 42.** Return to an address of the Senate to his excellency the Governor General, dated 21st February, 1893, for a copy of all the changes that have been made in the tariff since the national policy became law in 1879, giving the name of each article, showing the original duty imposed thereon, the amount of increase or reduction subsequently made, or placed upon the free list, together with the date of all such alterations in the tariff. Presented 2nd April, 1894.—*Hon. Mr. McMillan*. . . . . *Not printed.*

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- 43.** Return to an order of the House of Commons, dated 30th March, 1894, for a complete list of the revising officers under the Franchise Act, giving their names, their electoral divisions, and when appointed. Presented 5th April, 1894.—*Sir Hector Langevin.* ..... *Not printed.*
- 44.** Return to an order of the House of Commons, dated 20th March, 1894, for return of all rates, general or special, charged on the Intercolonial Railway on through freight from Lévis to Halifax; with the dates when such existing general or special rates came into force, and in cases where such rates have been altered, specifying the alteration. Presented 6th April, 1894.—*Mr. Davies.*  
*Not printed.*
- 44a.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1894, for all papers, correspondence, telegrams, reports to, or orders in council, or departmental orders not already brought down to parliament, relative to the purchase of the Harris property in St. John for the Intercolonial Railway, or the payment of the purchase moneys therefor or relative to the uses or purposes to which that property has since been applied. Also for a list of all the claimants to the title of said property or any interest therein, together with the amounts paid to them respectively, and a summary or abstract of all deeds or agreements taken from the claimants respectively. Also for a statement of all moneys since laid out upon such property, and its total cost up to date. Presented 19th June, 1894.—*Mr. Davies.* .... *Not printed.*
- 45.** Return to an address of the House of Commons to his excellency the Governor General, dated 20th March, 1893, for copies of all correspondence between the government of British Columbia and the minister of the interior, relating to the boundary of the railway belt in the province of British Columbia. Presented 9th April, 1894.—*Mr. Mara.* ..... *Not printed.*
- 46.** Return to an order of the House of Commons, dated 30th March, 1894, for a statement showing the various amounts paid by way of bounty on pig iron produced in Canada, the quantities produced, and the parties to whom the bounty was paid, and the province in which their works are situated, since the date of the last return. Presented 10th April, 1894.—*Mr. Edgar.*  
*Printed for sessional papers only.*
- 47.** Return to an order of the House of Commons, dated 30th March, 1894, for a return showing (by provinces) the value of mining machinery admitted free of duty since the year 1890. Presented 10th April, 1894.—*Mr. Mara.* ..... *Not printed.*
- 48.** Return to an order of the House of Commons, dated 29th March, 1894, for a return of: 1. The number of students who have graduated from the royal military college since its establishment. 2. Number of these graduates who are now in the public service of Canada and number in the service of the imperial government. 3. Amount expended on capital account and on income since the college was established. 4. Number of students graduated in 1893. 5. Number of students now in attendance. 6. Total amount of salaries paid each year, to the different persons employed in connection with the college. 7. Name of the commandant of the college: his salary, perquisites, if any, in the way of free residence, maintenance thereof, supplies, servants, &c. 8. The cost of the residence for use of commandant, if purchased, and the amount expended thereon by the government since the purchase. Presented 12th April, 1894.—*Mr. Mulock.*  
*Printed for sessional papers only.*
- 48a.** Supplementary return to no. 48. Presented 11th May, 1894.—*Mr. Mulock.*  
*Printed for sessional papers only.*
- 49.** Return to an order of the House of Commons, dated 30th March, 1894, for a return of the sentence imposed by the supreme court of the province of New Brunswick upon John V. Ellis, editor of the *St. John Globe*, in the past year, for an alleged contempt of court; together with the names of the judges composing the court at the time the sentence was imposed. Presented 12th April, 1894.—*Mr. Davies.* ..... *Not printed.*
- 50.** Return to an address of the House of Commons to his excellency the Governor General, dated 20th March, 1894, for the production of all correspondence and other papers relating to the copyright question which have not already been brought down. Presented 13th April, 1894.—*Mr. Edgar.*  
*Printed for sessional papers only.*

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- 51.** Return to an order of the House of Commons, dated 30th March, 1894, for a statement showing the working of the civil service insurance, how many civil servants have insured their lives in such insurance, and for what amounts respectively, without giving their names. Presented 13th April, 1894.—*Sir Hector Langevin*. . . . . *Not printed.*
- 52.** Return to an order of the House of Commons, dated 16th April, 1894, for a return of the receipts and expenditures to dates of 10th April, 1894, and 10th April, 1893. Presented 16th April, 1894. *Sir Richard Cartwright*. . . . . *Not printed.*
- 52a.** Return to an order of the House of Commons, dated 7th May, 1894, for a return showing the total amount of receipts and expenditures chargeable to consolidated fund from 1st July, 1893, to 1st May, 1894, and also for same period from 1st July, 1892, to 1st May, 1893. Presented 11th May, 1894.—*Sir Richard Cartwright*. . . . . *Not printed.*
- 53.** Return to an address of the House of Commons to his excellency the Governor General, dated 10th April, 1894, for copies of all correspondence between Mr. L. Vankoughnet and the government, or any member, or department, relating to his superannuation, and of all communications or reports to council or the treasury board or any member of the government, relating to such superannuation, and of any orders in council dealing with the same. Presented 17th April, 1894.—*Mr. Mulock*. . . . . *Not printed.*
- 54.** Return to an order of the House of Commons, dated 1st March, 1893, for a return of any correspondence which may have taken place between the government and any of the railway companies which have received public lands in aid of railway construction, in reference to the prices at which these lands are held and as to the steps taken by these companies to fulfil their trust by securing the early settlement of the lands so granted. Presented 18th April, 1894.—*Mr. Mills, Bothwell*. . . . . *Not printed.*
- 55.** Return to an order of the House of Commons, dated 10th April, 1894, for a return showing the names of officials employed in connection with the Canadian exhibit at the Columbian exposition from the province of Nova Scotia, showing their official position, amount of salaries paid and dates at which such employment ceased. Presented 20th April, 1894.—*Mr. Patterson, Colchester*. . . . . *Not printed.*
- 56.** Return to an order of the House of Commons, dated 10th April, 1894, for a statement in the form of Table C in the blue-book already published on the French treaty, for the years ending 30th June, 1892 and 1893. Presented 20th April, 1894.—*Mr. Laurier*. . . . . *Printed for sessional papers only.*
- 56a.** Supplementary return to an order of the House of Commons, dated 10th April, 1894, containing correspondence and other matter relating to the French treaty. Presented 3rd July, 1894.—*Mr. Laurier*. . . . . *Printed for sessional papers only.*
- 57.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1894, for copies of all correspondence between the government and George Goodwin in connection with the transfer of his contracts or any of his contracts on the Soulanges canal. Presented 23rd April, 1894.—*Mr. Charlton*. . . . . *Not printed.*
- 57a.** Return to an address of the House of Commons to his excellency the Governor General, dated 25th April, 1894, for copies of all communications in the form of letters, petitions and reports, from 1st April, 1887, to 1st March, 1894, between the government and Mr. J. B. Many, or the municipal council of St. Luc, in the county of St. Jean, in relation to the construction of a swing bridge on the Chambly canal, opposite the south-east end of Ste. Thérèse island, in the Richelieu river. Presented 4th June, 1894.—*Mr. Béchard*. . . . . *Not printed.*
- 57b.** Return to an address of the House of Commons to his excellency the Governor General, dated 28th May, 1894, for : 1. Copies of all the reports of the engineers recommending that certain changes be made in the original contract, both in the materials and the nature of the works entering into the construction of the locks and other masonry on sections 1 and 2 of the Soulanges canal, giving the reasons why such changes should be made and the names of the engineers who recommended such changes. 2. Copies of all the correspondence exchanged between the engineers, the department of railways and canals, the contractor and other persons in connection with those changes, and copies of all orders in council in relation thereto. Presented 6th June, 1894.—*Mr. Tarte*. . . . . *Not printed.*

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- 57c.** Return to an order of the House of Commons, dated 16th April, 1894, for copies of all advertisements inviting tenders for the construction of sections 1 and 2 of the Soulanges canal; also copies of specifications connected with said work, copies of extensions of said specifications and tenders with estimated quantities and work to be done according to engineer's estimate; also copies of all tenders, copies of contracts let, of correspondence which took place between the contractors tendering for this work and the contractor to whom the contracts were awarded and the department of railways and canals in this matter, copies of all reports of engineers since the letting of the contract. Presented 14th June, 1894.—*Mr. Tarte* ..... *Not printed.*
- 57d.** Return to an order of the House of Commons, dated 14th May, 1894, for: 1. Copies of all correspondence between the department of railways, the minister of public works and any other persons in relation to sections 12 and 13 of the Soulanges canal. 2. Copies of the call for tenders and of all tenders received. 3. Copies of contracts awarded. Presented 14th July, 1894.—*Mr. Tarte* ..... *Not printed.*
- 58.** Return to an order of the House of Commons, dated 27th July, 1891, for copies of all correspondence relating to application for increase of salary of Judge Johnstone, county court judge for Halifax county, Nova Scotia. Presented 25th April, 1894.—*Mr. Fraser* ..... *Not printed.*
- 59.** Return to an order of the House of Commons, dated 30th March, 1894, for a return showing the names of all prisoners who have died in penitentiaries in Canada during the last ten years, with the cause of death and the length of their last sickness in each case. Presented 25th April, 1894.—*Mr. Martin* ..... *Not printed.*
- 59a.** Return to an address of the House of Commons to his excellency the Governor General of the 10th April, 1894, for a statement showing amount of receipts each month for gate money at Kingston penitentiary between 1st January, 1887, and 1st January, 1894. Statement showing disposition of these moneys, including statement showing the amount of those moneys deposited in any banks, with the names of such banks and particulars as to whose credit such deposits were made. Presented 26th April, 1894.—*Mr. Mulock* ..... *Not printed.*
- 59b.** Return to an address of the House of Commons to his excellency the Governor General, dated 13th March, 1893, for a statement showing: (a.) Amount of money received as visitors' entrance fees at the Kingston penitentiary during each year from 31st January, 1885, to 1st February, 1893. (b.) Payments out of said moneys to the receiver general, and disposition of such funds. (c.) Particulars of goods manufactured and work done at said institution for any of its officers, showing who supplied the material for such goods, what sums were charged to said officers for said goods, and what sums have been actually paid during each of said years for said goods. (d.) Quantities of coal oil and gas supplied such officers, amount paid therefor, and when. (e.) Amount of laundry work done at said institution during said dates, for whom done, amount charged and paid therefor, with dates of such payments and names of persons making such payments. Presented 26th April, 1894.—*Mr. Mulock* ..... *Not printed.*
- 59c.** Return (in part) to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1894, for copies of all charges brought to the attention of the government or any department since 1891 in regard to any matters connected with the Kingston penitentiary, and the British Columbia penitentiary; of all appointment of persons to make investigations into any such charges, including their instructions; of all correspondence between any of such persons and any member of the government or department; of all evidence taken on any such inquiries; of all reports thereon, including any schedules in connection with such reports; and of all other documents and papers relating to any alleged irregularities in connection with the management of said institutions since 1891. Presented 1st May, 1894.—*Mr. Mulock* ..... *Not printed.*
- 59d.** Supplementary return to no. 59c. Presented 15th May, 1894.—*Mr. Mulock* ..... *Not printed.*
- 59e.** Further supplementary return to no. 59c. Presented 15th May, 1894.—*Mr. Mulock* ..... *Not printed.*
- 60.** Return to an order of the House of Commons, dated 1st March, 1893, for a return of the report or reports of plans and surveys of the Galops Rapids channel, made by Mr. Kennedy. Presented 26th April, 1894.—*Mr. Reid* ..... *Not printed.*



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- 61.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1894, for copies of all reports made to the department of the interior or to the superintendent general of Indian affairs as to the value of the Thousand Islands and any offers received for the purchase of the same. Presented 26th April, 1894.—*Mr. Mills (Bothwell)*.  
*Printed for distribution only.*
- 62.** Return to an order of the House of Commons, dated 16th April, 1894, for copies of report of engineer who inspected river Aux-Roseaux, river Aux-Rats and river La-Seine, in the electoral district of Provencher. Presented 1st May, 1894. *Mr. LaRivière*.....*Not printed.*
- 63.** Return to an order of the House of Commons, dated 30th March, 1894, for a return of all papers and correspondence relative to a claim for compensation for railway damages made by one Charles Coffin, of Midgell, Prince Edward Island, in the railway department of the government. Presented 1st May, 1894.—*Mr. Davies*.....*Not printed.*
- 64.** Return to an order of the House of Commons, dated 23rd April, 1894, for the report of the commission appointed to inquire into all matters concerning the Trent Valley canal. Presented 1st May, 1894.—*Mr. Hughes*.....*Not printed.*
- 65.** Return to an order of the House of Commons, dated 25th April, 1894, for a return giving the amount paid out of the Six Nation Indians' fund (by way of gift or loan) to individual members from the year 1886 to date, stating in each case: The name of the person, the fact of whether gift or loan, the date when paid, the amount, the reason for the gift or loan, the authority for such gift or loan, the conditions on which such loan was made, the provision for repayment, the amount repaid.—Presented 2nd May, 1894.—*Mr. Paterson (Brant)*.....*Not printed.*
- 65a.** Return to an order of the House of Commons, dated 16th April, 1894, for a return showing the amount of money that has been paid out of the funds of the Six Nation Indians for the payment of debts incurred by individual members thereof since the year 1886, and giving: 1. The names of the several persons who incurred the debts, with the separate amounts, the date or dates when incurred, and the proportion thereof that has been paid. 2. The names of the creditors to whom the payments were made, the dates when paid, with the total sum paid to each of such creditors; and stating in each case the authority given for incurring the debt, the authority for payment of the same, and whether such amounts have been repaid to the fund in whole or in part out of the annuities of the individuals on whose account the payments were made, and whether such was the condition on which such payments were authorized. Presented 14th May, 1894.—*Mr. Paterson, (Brant)*.....*Not printed.*
- 65b.** Return to an address of the House of Commons to his excellency the Governor General, dated 25th April, 1894, for copies of all petitions from the Indians of the Saugeen reserve claiming the exclusive right of fishing in French bay, lake Huron, of all answers to the same, and of all departmental orders in reference to that subject. Presented 16th May, 1894.—*Mr. Laurier*.....*Not printed.*
- 65c.** Supplementary return to no. 65b. Presented 23rd July, 1894.—*Mr. Laurier*.....*Not printed.*
- 65d.** Return to an address of the Senate to his excellency the Governor General, dated 10th April, 1894, for copies of all petitions or communications to the governor general, or the government, or any member thereof, asking for interference with the death sentence passed by Mr. Justice Harrison upon the two Chehalis Indians, Peter and Jack, in November, 1893, for the murder of the late Albert Edward Pittendrigh, in New Westminster, British Columbia, on the 27th October, 1892; of all replies thereto, and all correspondence between any member of the government and any other person on the subject of commutation of such sentence; of all reports or recommendations on the said subject by any member of the government to his excellency, and of all replies thereto, and of all orders in council in anywise bearing upon the subject of the commutation of said death sentence to imprisonment for life. Presented 14th May, 1894.—*Hon. Mr. MacInnes*.....*Not printed.*
- 66.** Return to an order of the House of Commons, dated 30th March, 1894, for all papers and correspondence in connection with the establishment of a government cattle ranche near Fort Macleod, North-west Territories, including the purchase of cattle for said ranche; the disposal of said cattle, and the management and disposition made of said ranche. Also a statement showing the amount of moneys paid for cattle placed upon said ranche, and for all other expenses incurred in connection with the same, also the total amount of moneys received for the sale of cattle from said ranche, and all other sources in connection with the same; which statement shall show the balance

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- to the credit or debit of said ranche on the first day of January last, and shall further give the names of all parties indebted to said ranche account for cattle purchased or for any other property or material, with the amount due from each of said parties, if any. Presented 2nd May, 1894.—*Mr. Charlton*..... *Not printed.*
67. Return to an order of the House of Commons, dated 10th April, 1894, for a return showing the amount paid to railways or steamship companies, as a bonus for bringing settlers to Manitoba or the Territories, in 1891, 1892 and 1893, and a list of settlers so brought, showing their names and locations. Presented 11th May, 1894.—*Mr. Martin*.....*Not printed.*
68. Return to an order of the House of Commons, dated 30th April, 1894, for copies of all communications received by the minister of agriculture in relation to the establishment of the bureau of labour statistics for the Dominion. Presented 14th May, 1894.—*Mr. Lépine*.....*Not printed.*
69. Return to an order of the House of Commons, dated 30th March, 1894, for a return showing the quantity of butter manufactured at the experimental creameries, established at Elgin and Woodstock, in the province of Ontario, from the time they were established up to the 1st of January, 1894; the number of sales made; where sold, and the amounts realized. Copies of all letters, reports, or other correspondence, especially the report of Clement & Son, of Glasgow, relating to the prices realized, and the condition of the goods when put upon the market. The amounts of money spent, and the different purposes for which the money was used. Presented 14th May, 1894.—*Mr. McMillan*.....*Not printed.*
70. Return to an order of the House of Commons, dated 30th March, 1894, for a return showing the number of homesteads taken up in Manitoba during the years 1892 and 1893, and the number of homesteads cancelled in Manitoba during said years, in each case showing the municipalities in which the homesteads were located. Presented 18th May, 1894.—*Mr. Martin*.... *Not printed.*
71. Return to an order of the House of Commons, dated 25th April, 1894, for a return showing: 1. The total number of depositors in the Dominion and post office savings banks. 2. The number of said depositors having deposits of \$1,000 or upwards and the total amount held by them. 3. The number having deposits of \$500 and over, not exceeding \$1,000, and the total amount held by them. 4. The number of depositors having deposits of less than \$500 and the total amount held by them. 5. The number of depositors not residing in Canada and the total amount held by them. Presented 18th May, 1894.—*Sir Richard Cartwright*..... *Not printed.*
72. Return to an address of the House of Commons to his excellency the Governor General, dated 7th May, 1894, for a copy of the order in council authorizing the sale of lot 16, concession 12, township of Luther, in the county of Wellington, for \$800 to John McNab and John Gallagher. Presented 22nd May, 1894.—*Mr. McMullen*.....*Not printed.*
- 72a. Supplementary return to no. 72. Presented 14th June, 1894.—*Mr. McMullen*.....*Not printed.*
73. Return to an order of the House of Commons, dated 30th March, 1894, for a return showing the sums of money paid to Mr. A. F. Wood, government valuator, for services, maintenance and transport during the years 1891-1892-1893, and the particular pieces of land or other property valued during those years. Presented 23rd May, 1894.—*Mr. McMullen*..... *Not printed.*
74. Return to an address of the House of Commons to his excellency the Governor General, dated 16th April, 1894, for copies of all orders in council in force in Canada (provinces of Lower Canada and Upper Canada) in 1858, concerning any drawback or bounty with respect to the building of Canadian ships, barques and other vessels; and also all orders in council amending the same, or concerning the same from 1858 up to the beginning of the confederation. Presented 23rd May, 1894.—*Mr. Amyot*..... *Not printed.*
- 74a. Return to an address of the House of Commons to his excellency the Governor General, dated 10th April, 1894, for copies of all orders in council from the origin of confederation up to the year 1879, inclusive, respecting any drawback or bounty with respect to the building of Canadian ships, barques or other vessels. Presented 30th May, 1894.—*Mr. Amyot*..... *Not printed.*
75. Return to an order of the House of Commons, dated 7th May, 1894, for copies of all calls for tenders, tenders received, contracts made, correspondence, telegrams, letters and papers relative to the public work (wharf or breakwater) at Grand Etang, Cape Breton; together with a statement of all moneys advanced or paid on such contract, with dates of payment. Presented 29th May, 1894.—*Mr. Davies*..... *Not printed.*

VOLUME 17—*Continued.*

- 75a.** Return to an order of the House of Commons, dated 6th February, 1893, for copies of all letters, petitions, surveys and reports in the possession of the government, relating to the threatened destruction of, and claims for, repairs on the breakwater at Sandford, in the county of Yarmouth, N.S. Presented 29th May, 1894.—*Mr. Flint* ..... *Not printed.*
- 75b.** Return to an order of the House of Commons, dated 6th February, 1893, for copy of the report of government surveys on Wood island breakwater, P.E.I. Presented 29th May, 1894.—*Mr. Welsh.* ..... *Not printed.*
- 75c.** Return to an order of the House of Commons, dated 15th March, 1893, for copies of all reports, correspondence or other documents, not already brought down, relating to the state of repair of the breakwater at Rustico, P.E.I. Presented 29th May, 1894.—*Mr. Davics.* ..... *Not printed.*
- 75d.** Return to an order of the House of Commons, dated 1st March, 1893, for a statement showing : 1. What is the total sum spent by the government since confederation in each province of the Dominion on the public works classified as (1) harbours, piers and breakwaters, (2) improvements of rivers, and (3) dredging and dredges. 2. How much of the sum so spent in the province of Quebec was expended on works within the harbour of Montreal. 3. (1) How much money the government has loaned to the harbour commissioners of Quebec towards the construction of the new harbour works in that city ; and (2) what amount of interest, derived from the revenues of the said works, have the harbour commissioners paid to the government in respect of the interest due on the said loans ; and (3) how many years' interest, if any, are in arrears. 4. (1) How much money the government has lent to the harbour commissioners of Montreal towards the construction of harbour works in that city ; and (2) how much interest is due thereon. Presented 12th July, 1894.—*Mr. Lépine* ..... *Not printed.*
- 75e.** Return (in part) to an order of the House of Commons, dated 30th March, 1894, for a return giving the total cost of the Cockburn island wharf and dock (lake Huron) ; the name of the contractor or contractors ; the date of its completion ; the number of sailing vessels that have called ; the quantity of freight imported and exported since its completion ; the number of steamers that made during the season regular calls at the wharf since its completion. Presented 12th July, 1894.—*Mr. McMullen* ..... *Not printed.*
- 76.** Return to an order of the House of Commons, dated 14th May, 1894, for copies of all letters, reports of engineers or other papers in the hands of the government relating to the condition of the Pickets pier and the non-expenditure thereon of the sum voted last year for the purpose of repairing said pier. Presented 29th May, 1894.—*Mr. Borden.* ..... *Not printed.*
- 77.** Return to an order of the House of Commons, dated 18th April, 1894, for a statement of all sums paid by the government for the construction of the river Yamaska dam, under the first contract and subsequently thereto up to this date. Presented 29th May, 1894.—*Mr. Laurier.* ..... *Not printed.*
- 77a.** Return to an order of the House of Commons, dated 2nd May 1892, for copies of report of any inquiry held under the authority of the department of public works with a view to estimate the losses inflicted on proprietors of the commune of Yamaska, by the erection of a dam in the Yamaska river. Presented 4th June, 1894.—*Mr. Laurier.* ..... *Not printed.*
- 77b.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1894, for copies of all letters, papers and statements in connection with awarding contract to William H. Davis & Sons for constructing a dam at Sheik's island, in connection with the Cornwall canal. Presented 5th June, 1894.—*Mr. Charlton* ..... *Not printed.*
- 77c.** Supplementary return to no. 77b. Presented 15th June, 1894.—*Mr. Charlton.* ..... *Not printed.*
- 78.** Return to an address of the House of Commons to his excellency the Governor General, dated 10th April, 1894, for copies of all petitions, letters, plans, deeds and other documents respecting the claim of the Hurons of Lorette in relation to the seigniori of Sillery. Presented 29th May, 1894.—*Mr. Frémont* ..... *Not printed.*
- 79.** Return to an order of the House of Commons, dated 10th April, 1894, for a return showing the amount of timber dues collected at Quebec for each year for the last ten years. The quantity of timber culled each year, and the wages paid to cullers and staff. Presented 30th May, 1894.—*Mr. McMullen.* ..... *Not printed.*

VOLUME 17—*Continued.*

- 79a.** Return to an order of the House of Commons, dated 10th April, 1894, for a return showing the quantity of timber that passed through the cullers' hands and was culled each year at Montreal, for the last ten years. The amount of fees collected for each year during the same period, and the amount of wages paid to the cullers and staff at Montreal for the same time. Presented 30th May, 1894.—*Mr. McMullen* . . . . . *Not printed.*
- 79b.** Return to an order of the House of Commons, dated 7th May, 1894, for a return showing: 1. How much timber has been disposed of in townships 1, 2, 3 and 4, in ranges 14, 15, 16 and 17, east of the 1st principal meridian, and also on the Whitemouth river. 2. To whom said timber has been disposed of. 3. In what way said timber has been disposed of. 4. Prices realized for same. 5. Copies of all advertisements in connection with same, with names of newspapers in which same appeared and dates of insertion. 6. How much timber still remains undisposed of in said townships. Presented 29th June, 1894.—*Mr. Martin* . . . . . *Not printed.*
- 79c.** Return to an order of the House of Commons, dated 25th April, 1894, for a statement of all timber licenses granted since January 1st, 1887, showing the date of each grant, the location, the area of the same, the name of the grantee, the bonus, if any, paid upon the same, whether disposed of: (a) At public auction duly advertised, where the public were invited to compete. (b) At auction where only applicants for the berth or limit were invited to bid. (c) By private application. (d) If in neither of the ways above mentioned, then stating in what way disposal and grant was made. (e) Length of public notice in each case when limits were sold either at public auction or by other form of public competition. Also a summary statement giving total area granted and total amount of bonuses received. Presented 12th July, 1894.—*Mr. Charlton* . . . . . *Not printed.*
- 80.** Return to an order of the House of Commons, dated 28th May, 1894, for copies of all correspondence between D. J. Hughes, Esq., county judge of Elgin, Ont., and the officials of the government printing office, in regard to the printing of the last revised voters' list for Elgin. Presented 4th June, 1894.—*Mr. Casey* . . . . . *Not printed.*
- 81.** Return to an order of House of the Commons, dated 14th May, 1894, for a return showing the amount and value of crucible steel imported into Canada free of duty in each year since 1885, under the provisions of order in council of 6th November, 1885. Also amount and value of lastings and mohair cloth imported into Canada free of duty in each year since 1885, under the provisions of order in council of 6th November, 1885. Presented 4th June, 1894.—*Mr. Charlton*.  
*Not printed.*
- 81a.** Return to an order of the House of Commons, dated 14th May, 1894, for a return showing the amount and value of hatters' bands, bindings, tips, and sides and linings, both tips and sides, imported into Canada in each year since 1885, under provisions of order in council of 5th July, 1886. Also amount and value of steel strip for buckthorns and plain strip fencing imported into Canada free of duty since 1885, under provisions of order in council of 17th July, 1886. Also amount and value of wire rope imported into Canada free of duty since 1885, under provisions of order in council of 17th July, 1886. Also amount and value of twisted brass and copper wire imported into Canada free of duty since 1885, under provisions of order in council of 20th July, 1886. Also amount and value of yarn spun from the hair of the alpaca or angora goat, imported into Canada free of duty since 1885, under provisions of order in council of 18th November, 1886. Presented 4th June, 1894.—*Mr. Charlton* . . . . . *Not printed.*
- 81b.** Return to an order of the House of Commons, dated 14th May, 1894, for a return showing the quantity and value of felloes of hickory wood imported into Canada in each year free of duty since 1887, under provisions of order in council of 16th November, 1888. Also quantity and value of homo spring steel wire, smaller than no. 9 and not smaller than no. 15, imported into Canada free of duty in each year since 1837, for the use of manufacturers of mattresses, under provisions of order in council of 6th December, 1888. Presented 4th June, 1894.—*Mr. Charlton* . . . . . *Not printed.*
- 81c.** Return to an order of the House of Commons, dated 14th May, 1894, for a return showing the value of sweat leathers imported into Canada free of duty in each year since 1886, under provisions of order in council of 1st July, 1887. Also the value of square reeds, rawhide centres, textile leather or rubber heads, thumbs and tips, and steel, iron or nickel caps for whip ends imported into Canada free of duty in each year since 1886, under provisions of order in council of July 2nd, 1887. Also value of copper rollers for use in calico printing imported into Canada free of duty in each year since 1886, under provisions of order in council of 22nd November, 1887. Also quantity and

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- value of steel of no. 12 gauge and down to no. 30 gauge imported into Canada free of duty in each year since 1887, under provisions of order in council of 11th July, 1888. Also quantity and value of yarns, of wool and worsted, imported into Canada free of duty for use of manufacturers in each year since 1887, under provisions of order in council of 11th July, 1888. Also quantity and value of jute yarn, cotton yarn finer than no. 40; and wire of iron or steel, galvanized or tinned, or coppered, or not, of no. 16 gauge or smaller, imported into Canada free of duty in each year since 1887, under provisions of order in council of 11th July, 1888. Presented 4th June, 1894.—*Mr. Charlton*.....*Not printed.*
- 82.** Return to an order of the House of Commons, dated 25th April, 1894, for copies of all complaints made by one Etienne Tremblay, since 1st November, 1893, against Joseph Placide Rocheleau, postmaster of Pauline, in the county of Rouville, P.Q.; and of the report of the post office inspector who inquired into said complaint, or of any other official charged with such inquiry. Presented 5th June, 1894.—*Mr. Fréchette*.....*Not printed.*
- 83.** Return to an order of the House of Commons, dated 2<sup>nd</sup> May, 1894, for a return giving the names of the junior judges in the province of Ontario and dates when appointed, the name and population of the county to which appointed, also the salary and allowance of each of such judges. Presented 5th June, 1894.—*Mr. Lister*.....*Not printed.*
- 84.** Return to an address of the House of Commons to his excellency the Governor General, dated 7th May, 1894, for copies of all letters, proposals, cablegrams and correspondence since the 1st of January, 1890, between the government and any member thereof and any person, firm or company in relation to establishing a fast Atlantic steamship line between Canada and Great Britain, and also a line between Canada and France, and in relation to the subsidies for such services asked for or proposed to be given by the government, and any draft or completed contracts for such steamship service. Presented 6th June, 1894.—*Mr. Mulock*.....*Printed for distribution only.*
- 84a.** Supplementary return to no. 84. Presented 29th June, 1894.—*Mr. Mulock*.....*Printed for distribution only.*
- 84b.** Further supplementary return to no. 84. Presented 5th July, 1894.—*Mr. Mulock*.....*Printed for distribution only.*
- 85.** Return to an address of the House of Commons to his excellency the Governor General, dated 6th February, 1893, for copies of all correspondence, papers and documents, not already laid before the house, in reference to negotiations and communications between the government and the United States, in reference to reciprocity, canal tolls and wrecking and towing. Presented 11th June, 1894.—*Mr. Tisdale*.....*Not printed.*
- 86.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1894, for copies of all correspondence, instructions, orders in council and reports about the boundary line between Alaska and British Columbia not already laid before this house. Presented 11th June, 1894.—*Sir Hector Langevin*.....*Not printed.*
- 87.** Return to an order of the House of Commons, dated 7th May, 1894, for a return showing in detail all sums of money in the hands of the government held as security for the performance of contracts completed, the name of each contractor who deposited the money, date of each such deposit, and amount of interest accrued on each deposit. Presented 11th June, 1894.—*Mr. Lister*.....*Not printed.*
- 88.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1894, for a return of all correspondence, telegrams, reports to council, orders in council, or departmental orders or instructions relative to the employment of certified captains or mates on steamers plying in the waters or ferries of the Dominion, or to the running of such steamers or ferries without such captains or mates. Presented 19th June, 1894.—*Mr. Davies*.....*Not printed.*
- 89.** Return to an address of the House of Commons to his excellency the Governor General, dated 14th May, 1894, for copies of all correspondence between the minister of railways and the Rev. A. E. Burke and others having reference to the moving of the flag station from Mill river, on the Prince Edward Island Railway, to Howlan road, and all telegrams and documents having reference to the same, as well as all petitions, etc., against the removal of said flag station. Presented 19th June, 1894.—*Mr. Perry*.....*Not printed.*

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90. Return to an address of the House of Commons to his excellency the Governor General, dated May, 1894, for copies of all correspondence between J. B. Wright, M.D., V.S., and the government, or any member, department or officer of the government, and of all correspondence between the Grand Trunk Railway and the government, or any member, department or officer of the government, and of all correspondence between Mr. A. Brush and the government, or any member, department or officer of the government, and of all correspondence between the imperial authorities, or any one on their behalf, and the government of Canada, or any member, department or officer thereof, from, and including, the year 1882 until, and including, the year 1891, regarding the inspection of cattle passing through Canada from the United States. Presented 21st June, 1894.—*Mr. Mulock* ..... *Printed for sessional papers only.*
91. Return to an order of the House of Commons, dated 16th April, 1894, for a return showing all lands allotted to Half-breeds in Manitoba for which patents have not been issued, giving along with a description of the land, the name of the allottee and the reasons why the patent has not been issued. Presented 21st June, 1894.—*Mr. Martin* ..... *Not printed.*
92. Return to an order of the House of Commons, dated 21st May, 1894, for a return of the order, minute or direction authorizing the collector of customs at Woodstock, Ont., to admit free of duty certain goods consisting of vestments or other church articles for the use of the Roman catholic church at Woodstock, consigned to the Reverend Father Brady, of Woodstock, in the month of February, 1894. 1. The decision upon which the collector acted in admitting such goods free of duty. 2. All correspondence between the controller of customs or other person in the department of customs relating thereto. 3. Copies of the letters and correspondence which passed between the Rev. J. C. Farthing, of Woodstock, and the controller of customs, with reference to the admission of such goods and the alleged unfairness with which Mr. Farthing had been treated on the importation by him of a similar class of goods for the use of the Anglican church at Woodstock, of which he is rector. 4. And if duty has since been exacted upon the said articles, or any of them, a copy of the entry or minute in respect thereto and the amount of duty paid thereon. Presented 29th June, 1894.—*Mr. McCarthy* ..... *Not printed.*
93. Return to an order of the House of Commons, dated 7th May, 1894, for a return showing the names of all persons appointed to act as what are known as return-men, in connection with immigration work, the period during which each worked, the amount of money paid to each, the names of the settlers brought to Canada by each return-man, and the places in which such settlers were located. Also statement showing what arrangements are made with these return-men. Presented 29th June, 1894.—*Mr. Martin*..... *Not printed.*
94. Return to an order of the House of Commons, dated 28th May, 1894, for a return showing the date on which the steamer "Stanley" commenced running between Charlottetown, P.E.I. and Pictou, N.S.; the date said steamer commenced running between Georgetown, P.E.I. and Pictou; how many trips were made; the date of each trip; how many mail bags were carried each trip; the date at which said steamer stopped carrying mails; the number of passengers and the amount of freight carried to and from Prince Edward Island; the amount of expenses and revenue for the winter 1893-94, in connection with said service. Presented 29th June, 1894.—*Mr. Perry*.  
*Not printed.*
- 94a. Return to an address of the Senate to his excellency the Governor General, dated the 14th June, 1894, for a statement giving in detail the days, during the month of January, February, March and April last, on which the steamer "Stanley" crossed between Prince Edward Island and the mainland, such statement to show separately the days on which the said steamer made single and return trips, and also the ports of departure from either side. Also for a statement covering the same period, giving in detail the days on which the government ice-boats crossed between Cape Traverse and Cape Tormentine, such statement to show separately the days on which single and return trips were made. Also for a statement giving in detail the days during the same period on which no mails were conveyed from the mainland to Prince Edward Island, and from Prince Edward Island to the mainland. Presented 6th July, 1894.—*Hon. Mr. Ferguson (Queen's, P.E.I.)*  
*Not printed.*
95. Return to an address of the Senate to his excellency the Governor General, dated 19th June, 1894, for a copy of the report made on the 5th May, 1891, by Sir Douglas Fox, regarding the proposed tunnel under the Straits of Northumberland, without the plans. Also copies of reports on the same subject by Mr. Francis Bain, dated the 9th and 18th of December, 1890, and the 14th March, 1891. Presented 5th July, 1894.—*Hon. Mr. Ferguson (Queen's, P.E.I.)*  
*Printed for sessional papers only.*

VOLUME 17—*Continued.*

- 96.** Return to an address of the House of Commons to his excellency the Governor General, dated 27th April, 1892, for copies of all correspondence, memorials, departmental orders and orders in council, respecting or in any way relating to the removal of the export duty from saw-logs and other un-manufactured lumber exported from Canada to the United States. Presented 9th July, 1894.—*Mr. Rider*..... *Not printed.*
- 97.** Return to an order of the House of Commons, dated 9th May, 1892, for a copy of the report of the inspector of customs, Nova Scotia, in reference to the establishment of a port of entry at Whycomagh, in the county of Inverness. Presented 9th July, 1894.—*Mr. Cameron*..... *Not printed.*
- 97a.** Return to an order of the House of Commons, dated 9th May, 1892, for a copy of the report of the inspector of customs, Nova Scotia, in reference to the establishment of a port of entry at West Bay, in the county of Inverness. Presented 14th July, 1894.—*Mr. Cameron*..... *Not printed.*
- 98.** Return to an address of the House of Commons to his excellency the Governor General, dated 18th June, 1894, for a return of all charges, complaints, letters, telegrams, correspondence, reports or orders relative to the dismissal or removal of John McLeod as inspector of the repairs of the Broad Cove Marsh pier, Cape Breton. Presented 12th July, 1894.—*Mr. Davies*..... *Not printed.*
- 99.** Return to an address of the House of Commons to his excellency the Governor General, dated 25th April, 1894, for the production of all orders in council, correspondence, instructions to officers of the department of public works, and reports of such officers respecting the improvement of St. Andrew's rapids in the Red river of the North. Presented 12th July, 1894.—*Mr. Martin*..... *Not printed.*
- 100.** Return to an address of the House of Commons to his excellency the Governor General, dated 6th February, 1893, for copies of all orders in council now in force regulating the slaughtering of swine for exportation in bond, passed under authority of an act respecting customs, cap. 32, Revised Statutes, sec. 93; and for a copy of the quarantine regulations governing the importation of such swine into Canada for the purpose of slaughtering in bond. Presented 14th July, 1894.—*Mr. Smith (Ontario)*..... *Not printed.*
- 101.** Return to an order of the House of Commons, dated 28th May, 1894, for a detailed report showing the prizes awarded by the judges or jury at the Chicago Columbian exposition for the work of pupils of primary and special schools of every kind and degree, and also to pupils of secondary educational institutions of each of the provinces of Canada. Presented 14th July, 1894.—*Mr. Lachapelle*..... *Printed for sessional papers only.*
- 102.** Return to an order of the House of Commons, dated 21st May, 1894, for list of persons in Manitoba who have not as yet repaid the loans made to them, in or about the year 1876, for seed-grain, etc., with statement of the amount owing by each person and the interest claimed, up to 1st January, 1894, on each such amount. Also a list, showing the amounts of mortgages received as collateral security for each loan, with description of land mortgaged, with name of proprietor and name of borrower if he be another person. Presented 18th July, 1894.—*Mr. LaRivière*..... *Not printed.*
- 103.** Return to an order of the House of Commons, dated 28th May, 1894, for: 1. A statement showing the quantities of distilled and fermented liquors, under the different names as given in the trade returns, imported into and taken for consumption in Canada, from 1883 to 1893, both years included, computed in imperial gallons; the value of the same, and the duty paid thereon. 2. The quantity of distilled and fermented liquors, under the different names given in the inland revenue returns, manufactured in Canada and taken for consumption therein; the value of the same, and the duty paid thereon for the same years. 3. The amount of materials used in brewing and distilling alcoholic liquors in the several provinces of Canada during the same years. Presented 19th July, 1894.—*Mr. Flint*..... *Not printed.*
- 104.** Return to an order of the House of Commons, dated 28th May, 1894, for a statement showing the number of breweries, distilleries and maltsters' establishments in Canada in the year 1891; the amount of capital invested therein; the value of the output; the amount of wages paid; number of employees, and the revenue derived therefrom. Presented 19th July, 1894.—*Mr. Flint*..... *Not printed.*
- 105.** General statements and returns of baptisms, marriages and burials in the districts of Bellechasse, Chicoutimi, Gaspé, Kamouraska, L'Islet, Montmagny, Ottawa, and Saguenay. Presented 20th July, 1894, by Hon. Mr. Speaker..... *Not printed.*
- 106.** Return to an address of the House of Commons to his excellency the Governor General, dated 4th June, 1894, for copies of all correspondence, petitions and memorials in relation to the reduction or abolition of the duties on Canadian tobacco, or in relation to any possible changes in the inland revenue laws in that behalf. Presented 23rd July, 1894.—*Mr. Brodeur*..... *Not printed.*

57 Victoria.

Sessional Papers (No. 5.)

A. 1894

DOMINION OF CANADA

REPORT

OF THE

# DEPARTMENT OF TRADE AND COMMERCE

FOR THE

FISCAL YEAR ENDED 30th JUNE

1893

COMPRISING

PART I.—STATISTICAL AND FINANCIAL STATEMENTS

PART II.—COMMERCIAL RELATIONS AND INFORMATION REFERRING TO THE  
TRADE OF DIFFERENT COUNTRIES

PART III.—CUSTOMS TARIFFS OF GREAT BRITAIN AND HER COLONIES

*PRINTED BY ORDER OF PARLIAMENT*



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST  
EXCELLENT MAJESTY

1894

[No. 5—1894] *Price 35 cents*





## Trade and Commerce.

*To His Excellency the Right Honourable the Earl of Aberdeen, &c., &c., &c., Governor  
General of Canada, &c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY :

The undersigned has the honour to present to Your Excellency the report of the Department of Trade and Commerce, for the fiscal year ended June 30th, 1893.

All of which is respectfully submitted.

MACKENZIE BOWELL,  
*Minister of Trade and Commerce.*

OTTAWA, December 26th, 1893.



# Trade and Commerce.

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NORWAY.—Value of goods Imported and Exported for years 1890, 1891 and 1892.

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UNITED STATES.—Value of Imports and Exports of merchandise from and to each foreign country for the years 1891, 1892 and 1893.

CUBA.—Imports and Exports for years 1889, 1890, 1891 and 1892.

BRITISH HONDURAS.—Value of Imports and Exports of merchandise from and to foreign countries for the years 1890, 1891 and 1892, also tonnage of vessels entered and cleared during the years 1890, 1891 and 1892.

ARGENTINE REPUBLIC.—Total value of the Imports and Exports of merchandise from and to each country for the years 1889, 1890 and 1891.

HAWAII.—Imports and Exports, population, products, &c.

AUSTRALASIA.—Imports and Exports and general information.

FIJI.—Imports and Exports and general information.

HONG KONG.—Tonnage of shipping, &c.

CHINA.—Imports, Exports, shipping and general information.

COREA.—Foreign trade, Imports, Exports, &c.

JAPAN.—Imports, Exports, 1884 to 1892.

SIAM.—Imports, Exports, &c.

Circular No. 1.—*Re* St. Pierre et Miquelon.

2.—*Re* Treaty with Muskat.

5.—*Re* Commercial Convention with Roumania.

7.—*Re* Spanish treatment of salt fish.

Circular special A.—*Re* Wood-pulp.

Circular No. 8.—Convention with Ecuador *re* Trade-marks.

9.—*Re* Hay for export.

10.—*Re* Merchandise marks.

11.—*Re* Reciprocal wrecking.

Convention with Roumania *re* Trade-marks.

### PART III.

British and Foreign Currencies, Weights and Measures differing from those of Canada and used in the Tariffs and Trade Reports of the respective countries named, with their equivalents in Canadian Legal Standards.

Customs tariffs of Great Britain and colonies.

### APPENDIX.

Report of High Commissioner.

do Liverpool agent.

do Bristol agent.

do Glasgow agent,

do Dublin agent.

# Trade and Commerce.

To the Honourable

MACKENZIE BOWELL,

Minister of Trade and Commerce.

SIR,—In submitting this the first report of the Department of Trade and Commerce, I have for the purpose of making record for future reference thought it advisable to insert as introductory thereto copies of the Acts of Parliament and correlative proclamations and Orders in Council under authority whereof the department has been constituted, and under authority whereof the Departments of Customs and Inland Revenue have been placed under the supervision and control of the Minister of Trade and Commerce.

The Acts referred to are chapters 10 and 11 of 50-51 Victoria, assented to June 23rd, 1887, which read respectively as follows :—

## 50-51 VICTORIA.—CHAP. X.

*An Act respecting the Department of Trade and Commerce.—Assented to 23rd June, 1887.*

Her Majesty, by and with the advice and consent of the Senate and Preamble.  
House of Commons of Canada, enacts as follows :—

1. There shall be a department, called “The Department of Trade and Commerce,” over which the Minister of Trade and Commerce, for the time being, appointed by commission under the Great Seal, shall preside ; and the Minister shall have the management and direction of the department, and shall hold office during pleasure : Department constituted.

(2.) The Minister of Trade and Commerce shall be a member of the Queen’s Privy Council for Canada, and his salary shall be \$7,000 per annum. Salary.

2. The Governor in Council may appoint an officer who shall be called the Deputy of the Minister of Trade and Commerce, and such other officers and clerks as are required for the proper conduct of the business of the department, all of whom shall hold office during pleasure. Deputy and officers.

3. The duties and powers of the Minister of Trade and Commerce shall extend to the execution of laws enacted by the Parliament of Canada, and of orders of the Governor in Council, relating to such matters connected with trade and commerce generally as are not by law assigned to any other department of the Government of Canada, as well as to the direction of all public bodies, officers and servants employed in the execution of such laws and orders. Duties and powers of Minister.

4. The Governor in Council may, at any time, assign any other duty or power to the Minister of Trade and Commerce, and may also assign any of the duties or powers assigned to or conferred upon the said Minister to any other member of the Queen’s Privy Council for Canada. Duties may be assigned.

5. The Minister of Trade and Commerce shall make and submit to the Governor General an annual report of the proceedings of his department, to be laid before both Houses of Parliament within twenty-one days from the commencement of each session. Annual Report.

6. The foregoing provisions of this Act shall not have force or effect until a day to be named by the Governor General by his proclamation. Commencement of Act.

## 50-51 VICTORIA.—CHAP. XI.

*An Act respecting the Department of Customs and the Department of Inland Revenue.—Assented to 23rd June, 1887.*

## Preamble.

Whereas it is expedient that the Departments of Customs and of Inland Revenue should be placed under the control and supervision of the Minister of Trade and Commerce or of the Minister of Finance and of the officers hereinafter mentioned: Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Control of departments transferred to Minister of Trade and Commerce, or Minister of Finance.

1. The Department of Customs and the Department of Inland Revenue respectively shall, from and after the coming into force of this Act, or of so much thereof as relates to either of the said departments, in accordance with the provisions hereinafter contained, be under the control and supervision of the Minister of Trade and Commerce, or of the Minister of Finance, as the Governor in Council from time to time directs, and the offices of Minister of Customs and of Minister of Inland Revenue shall cease to exist so soon as this Act is brought into force, as respects the Department of Customs or the Department of Inland Revenue, as the case may be.

Controllers may be appointed.

2. The Governor in Council may appoint an officer who shall be called the Controller of Customs, and an officer who shall be called the Controller of Inland Revenue, each of whom shall hold office during pleasure, and shall, under the general instructions of the Minister of Trade and Commerce, or of the Minister of Finance, as the Governor in Council directs, be the parliamentary head of the said departments respectively.

Their remuneration.

3. The said officers shall each receive a salary at the rate of \$5,000 per annum.

Distribution of duties and powers.

4. Wherever by any Act any duty is assigned to, or any power is conferred upon the Minister of Customs or the Minister of Inland Revenue, such duty shall be performed or such power shall be exercised by the Controller of Customs or the Controller of Inland Revenue respectively; but any duty or power assigned to the Controller of Customs or the Controller of Inland Revenue shall be performed or exercised subject to the supervision and control of the Minister of Trade and Commerce, or of the Minister of Finance, as the Governor in Council directs.

Future salary of Commissioner of Customs and of Inland Revenue.

5. The salary of the Commissioner of Customs and of the Commissioner of Inland Revenue shall hereafter be \$2,800 a year each; but nothing herein contained shall operate to diminish the salary of the present incumbent of either of the said offices.

Controllers eligible to the House of Commons.

6. Nothing in section 9 of the "*Act respecting the Senate and House of Commons*," or in this or any other Act, shall render the Controller of Customs or the Controller of Inland Revenue ineligible as a member of the House of Commons, or shall disqualify him from sitting or voting therein.

If Controller resigns, he may accept certain other offices without re-election.

7. Whenever any person who holds the office of Controller of Customs or Controller of Inland Revenue and is, at the same time, a member of the House of Commons, resigns his office, and within one month after his resignation accepts any of the offices mentioned in sub-section 3 of section 9 of the "*An Act respecting the Senate and House of Commons*," and becomes a minister of the Crown and a member of the Queen's Privy Council for Canada, or having so resigned, accepts any office created by this Act or by the Act of the present session, intituled: "*An Act to make provision for the appointment of a Solicitor General*," other than that then held by him, he shall not thereby vacate his seat, unless the administration under which he held office as Controller of Customs or Controller of Inland Revenue has resigned and a new administration has been formed.

## Trade and Commerce.

8. The foregoing provisions of this Act shall not have force or effect until a day to be named by the Governor General by his proclamation : Provided always, that the Governor General may, by proclamation, declare this Act to be in force from a day therein mentioned as respects the Department of Customs or the Department of Inland Revenue only, and may, by a subsequent proclamation, declare it to be in force from another day as respects the other of the said departments ; and the said provisions shall have force and effect according to the terms of such proclamation or proclamations.

When the foregoing provisions shall come into force.

No further action was taken in connection therewith, until the 3rd December, 1892, when an Order in Council was passed and proclamations were published in an extra of the *Canada Gazette* bringing the Acts above mentioned into force from that day.

The Order in Council and the Proclamations are in the following terms :—

“The Committee on the recommendation of the Minister of Justice, advise that the Act of the Parliament of Canada, passed in the 50 and 51st year of Her Majesty’s Reign, chaptered 10, intituled ‘An Act respecting the Department of Trade and Commerce,’ be brought into force on the 3rd day of December, A D. 1892, and that a proclamation do issue bringing such Act into force and effect on that day.”

STANLEY OF PRESTON.

[L.S.]

CANADA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland,  
QUEEN, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come or whom the same may in anywise concern,—

GREETING :

### A PROCLAMATION.

ROBT. SEDGEWICK, Deputy of the Minister of Justice, Canada. } WHEREAS in and by an Act made and passed by the Parliament of Canada in the fiftieth and fifty-first years of Our Reign, chaptered ten, and intituled “An Act respecting the Department of Trade and Commerce,” it is amongst other things enacted that the said Act shall not have force and effect until a day to be named by Proclamation of the Governor General :

AND WHEREAS it is expedient that the provisions of the said Act should come into force and effect upon, from and after the third day of December in the year of Our Lord one thousand eight hundred and ninety-two,—

Now KNOW Ye that We, by and with the advice of Our Privy Council for Canada, do by this Our Proclamation declare that the provisions of the said Act made and passed in the fiftieth and fifty-first years of Our Reign, chaptered ten, and intituled “An Act respecting the Department of Trade and Commerce” shall come into force and effect upon, from and after the third day of December in the year of Our Lord one thousand eight hundred and ninety-two.

Of all which Our loving subjects and all others whom these presents may concern, are hereby required to take notice and to govern themselves accordingly.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent and the Great Seal of Canada to be hereunto affixed. WITNESS, Our Right Trusty and Well-Beloved the Right Honourable Sir FREDERICK ARTHUR



STANLEY, Baron Stanley of Preston, in the County of Lancaster in the Peerage of the United Kingdom, Knight Grand Cross of Our Most Honourable Order of the Bath ; Governor General of Canada.

At Our Government House, in Our City of Ottawa, this third day of December, in the year of Our Lord, one thousand eight hundred and ninety-two, and in the Fifty-sixth year of Our Reign.

By Command,

J. C. PATTERSON,  
*Secretary of State.*

STANLEY OF PRESTON.

[L.S.]

CANADA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come, or whom the same may in anywise concern,—

GREETING :

A PROCLAMATION.

ROBT. SEDGEWICK, } WHEREAS in and by an Act made and passed in the  
Deputy of the } fiftieth and fifty-first years of Our Reign, chaptered  
Minister of Justice, } eleven, and intituled "An Act respecting the Department of  
Canada. } Customs and the Department of Inland Revenue," it is  
amongst other things in effect enacted that the provisions of the said Act shall not have force and effect until a day to be named by Proclamation of the Governor General ;

AND WHEREAS it is expedient that the provisions of the said Act should have force and effect upon, from and after the third day of December, in the year of Our Lord one thousand eight hundred and ninety-two,—

Now KNOW YE that We, by and with the advice of Our Privy Council for Canada, do by this Our Proclamation declare that the provisions of the said Act made and passed in the fiftieth and fifty-first years of Our Reign, chaptered eleven, and intituled "An Act respecting the Department of Customs and the Department of Inland Revenue," shall have force and effect upon, from and after the third day of December, in the year of Our Lord one thousand eight hundred and ninety-two.

Of all which Our loving subjects and all others whom these presents may concern, are hereby required to take notice and to govern themselves accordingly.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent and the Great Seal of Canada to be hereunto affixed. WITNESS, Our Right Trusty and Well-Beloved the Right Honourable Sir FREDERICK ARTHUR STANLEY, Baron Stanley of Preston, in the County of Lancaster, in the Peerage of the United Kingdom ; Knight Grand Cross of Our Most Honourable Order of the Bath ; Governor General of Canada.

At Our Government House, in Our City of Ottawa, this third day of December, in the year of Our Lord one thousand eight hundred and ninety-two, and in the Fifty-sixth year of Our Reign.

By Command,

J. C. PATTERSON,  
*Secretary of State.*

## Trade and Commerce.

On the 5th December, Orders in Council were passed, appointing a Minister of Trade and Commerce, Controller of Customs and a Controller of Inland Revenue.

These Orders read as follows :—

“The Committee of the Privy Council, on the recommendation of the Honourable Sir John Thompson, K.C.M.G., Prime Minister, advise that a commission do issue appointing the Honourable Mackenzie Bowell, a member of the Queen’s Privy Council for Canada, to be Minister of Trade and Commerce, and that no fees be exacted for the issue of the said Commission.

“The Committee, on the same recommendation, further advise that, upon the said Honourable Mackenzie Bowell taking the prescribed oath or oaths of office, he do assume the functions of Minister of Trade and Commerce.”

The Honourable Mr. Bowell was sworn in on the seventh day of December, 1892.

“The Committee of the Privy Council on the recommendation of the Honourable Sir John Thompson, K.C.M.G., Prime Minister, advise that under the provisions of the Act 50–51 Victoria, Chapter 11, a Commission do issue appointing Nathaniel Clarke Wallace of Woodbridge, in the province of Ontario to be the Controller of Customs.

“The Committee on the same recommendation further advise that, upon the said Nathaniel Clarke Wallace taking the prescribed oath or oaths of office, he do assume the functions of Controller of Customs.”

Mr. Wallace was sworn in on the seventh day of December, 1892.

“The Committee of the Privy Council on the recommendation of the Honourable Sir John Thompson, K.C.M.G., Prime Minister, advise that under the provisions of the Act 50–51 Victoria, Chapter 11, a Commission do issue appointing John Fisher Wood of Brockville, in the province of Ontario, to be the Controller of Inland Revenue.

“The committee on the same recommendation further advise that, upon the said John Fisher Wood taking the prescribed oath or oaths of office, he do assume the functions of the Controller of Inland Revenue.”

Mr. Wood was sworn in on the seventh day of December, 1892.

On the 16th December a further Order in Council was passed, providing that thereafter and until further Order in Council was passed, providing that thereafter and until further ordered the Department of Customs and the Department of Inland Revenue should be under the control and supervision of the Minister of Trade and Commerce, and that all duties or powers assigned to the Controller of Customs or the Controller of Inland Revenue, should be performed or exercised subject to the supervision and control and under the general instructions of the Minister of Trade and Commerce.

The following is the text of the Order :—

“On a Memorandum dated 3rd December, 1892, from the Minister of Justice, recommending that under the provisions of an Act of the Parliament of Canada passed in the 50–51st year of Her Majesty’s reign, Chapter 11, intituled : “An Act respecting the Department of Customs and the Department of Inland Revenue,” which said Act has by a proclamation bearing even date with the date of his report been brought into operation, the Department or Customs and the Department of Inland Revenue, be hereafter, and until further ordered under the control and supervision of the Minister of Trade and Commerce, and that all duties or powers assigned to the Controller of Customs or the Controller of Inland Revenue shall be performed or exercised subject to the supervision and control and under the general instructions of the Minister of Trade and Commerce.

“The Committee submit the above recommendation for your Excellency’s approval.”

The Deputy of the Minister of Trade and Commerce was appointed by Order in Council of the 31st December, 1892, such appointment to take effect from the 1st January, 1893. This completed the executive organization of the department.

By referring to the Act 50-51 Victoria, chapter 10, it will be observed that the duties and powers of the Minister of Trade and Commerce are made to extend to the execution of laws enacted by the Parliament of Canada, and of Orders of the Governor in Council relating to such matters connected with Trade and Commerce generally, as are not by law assigned to any other department of the Government of Canada, as well as to the direction of all public bodies, officers and servants, employed in the execution of such laws and orders, and further, that the Governor in Council is authorized at any time to assign any other duty or power to the Minister of Trade and Commerce.

Some months prior to the creation of the department, commercial agents were established in several of the colonies, particularly in the British West Indies, the agents being then under the supervision of the Minister of Finance. By an Order in Council of the 30th December, such supervision was transferred to the Minister of Trade and Commerce as was the administration of the appropriations for Steamboat Subventions.

The Order in Council reading as follows:—

“The Committee on the recommendation of the Minister of Finance advise that from and after the 1st of January, 1893, the administration of the parliamentary appropriations for Steamboat Subventions and Commercial Agencies be transferred to the Minister of Trade and Commerce.”

On the 13th March, 1893, the administration of the Chinese Immigration Act was in like manner transferred, the Order in Council referring thereto being as follows:—

“On a Report dated 25th of February, 1893, from the Minister of Trade and Commerce stating that under authority of an Order in Council of 1st September, 1885, the administration of “The Chinese Immigration Act” (48-49 Vic., chap. 71) was assigned to the Minister of Customs—that such Minister having by the bringing into force of the Act 50-51 Vic., chap. 10, intituled “An Act respecting the Department of Trade and Commerce,” ceased to exist,—it is necessary that provision be made for the proper administration of the said Chinese Immigration Act, and as by Order in Council of the 31st December, 1892, the Deputy of the Minister of Trade and Commerce was appointed Chief Controller of Chinese Immigration.”

“The Minister recommends as follows:—

“1. That the said Order in Council of the 1st September, 1885, be amended by substituting the words ‘Minister of Trade and Commerce’ in lieu of the words ‘Minister of Customs’ wherever the latter are used in the said Order in Council.

“2. And that the words ‘An officer of the Department of Trade and Commerce’ be substituted in lieu of the ‘An officer of the Customs Inside Service’ wherever the latter are used in the said Order.

“3. That for the purpose of administering said Chinese Immigration Act, all officers of the Customs Outside Service who have been or may hereafter be made controllers under the said Act shall be subject to the orders of and shall be required to report to the Minister of Trade and Commerce in so far as their duties relate to the enforcement of the provision of the said Act or of any amendment thereto.

“The Committee submit the above recommendation for Your Excellency’s approval.”

It will thus be seen that the executive powers, both positive and possible, assigned to the Minister are at the outset both important and extensive, and may, as occasion requires be expanded so as to embrace duties not heretofore performed or contemplated, and extend to avenues which may yield vast consequences to the future welfare of the Dominion.

Reports upon the trade of Canada have in the past shown the arteries through which it has, from year to year, run, it is now deemed advisable to show to the

## Trade and Commerce.

people of Canada in a comparative sense the commerce of the world and to point out new avenues through which increased trade may be brought to our shores or through which our increasing products may be carried to countries in quest thereof.

The Customs Trade and Navigation Returns show the trade of Canada as regards imports and exports, as well as the consumption of foreign goods. The reports of the Department of Inland Revenue show the quantities and value of excise goods produced, as well as of those consumed in the country. It does not therefore appear necessary to review herein the figures given in those reports, and the tables relating thereto are inserted in form somewhat different from those published elsewhere, for the purpose of showing comparatively and comprehensively the value of the imports distinguishing dutiable from free goods, of the exports, and of the goods entered for consumption for each year since Confederation.

Itemized tables have been compiled from Trade and Navigation returns, showing comparatively the goods entered for consumption during the fiscal years ended June 30th, 1892 and 1893, as well as imports and exports for the years ending June 30th, 1889, 1890, 1891, 1892 and 1893.

Tables have also been added showing the value of imports from and of exports to various countries for each of the five fiscal years from 1889 to 1893.

The tonnage of vessels employed in the Foreign Trade, on the lakes and rivers between Canada and the United States, and in the Coasting Trade, during the years 1891, 1892 and 1893, is shown in appropriate tables.

Statements have also been compiled from the reports of the Department of Inland Revenue, and inserted, showing the quantities and values of Excise goods manufactured, entered for consumption, and remaining in Warehouse for each of the years from 1889 to 1893.

The transactions under the provisions of the Chinese Immigration Act in so far as they relate to Chinese immigrants arriving in Canada, revenues derived therefrom, and expenditure in connection therewith since the Act went into force are shown.

A statement is appended of the expenditure incurred during the year on account of the various services transferred to the control of the department, distinguishing the sums paid prior to transfer from those of subsequent date.

It is commonly supposed that the published annual returns of the imports and exports of any two countries, in so far as relates to the trade between them, should agree; that the reported value of the imports shown by A, should be the same as the reported value of the exports shown by B, and vice versa. Such is however seldom the case, by reason of the various methods adopted in different countries in arriving at the values given, which unless understood in each instance render a comprehensive comparison of figures impossible, and even when understood the result should be taken with reasonable allowances, always bearing in mind that the returns of imports are more reliable than those of exports.

There is, in the practice of different countries little uniformity in the principles upon which values are based, or in the results obtained, it therefore follows that without a knowledge of the practices of a given country no deductions can be arrived at as the published values of either imports or exports as compared with those of any other country.

It may be stated in general terms that there are four distinct methods of arriving at the values at which imports are entered; each one of the four may be subject however to unimportant variations, viz. :—

1st. The value of the goods at the Port of Shipment.

2nd. The value at the Port of Shipment plus a percentage.

3rd. The value of the goods as they lie at the Port of Entry.

4th. Official values, that is to say values fixed and published by appraisers, which without reference to actual values, hold good until revised, usually though not in all cases, annually.

So far as known to this department, the first method is the one practically adopted by Canada, the United States, Queensland, Western Australia, Tasmania, Fiji, Gambia, Gold Coast, Lagos, Sierra Leone, Jamaica, Turks Island, Barbados, St. Vincent, Tobago, St. Lucia, Grenada, Antigua, Dominica, Montserrat, Virgin Islands, Bahamas, Bermuda, British Honduras and British Guiana.

The second by New South Wales, South Australia, New Zealand, Natal and St. Helena, 10 per cent being added in each case to the value at the Port of Shipment, and the Cape of Good Hope, where 5 per cent is added, and in a modified form in Victoria and Tasmania.

In Victoria goods on which *ad valorem* duties are payable are by law appraised at their fair market value at the principal markets of the country from whence exported with 10 per cent added, while other goods are practically valued at their cost price landed, that is, their invoice values with freight added.

In Mauritius the value is that at the Port of Shipment to which is added 33 per cent in the case of animals, 125 per cent in the case of coals, and 30 per cent in the case of other goods.

In the South African Republic *ad valorem* duty is calculated upon the current value of the goods packed ready for shipment at the place where purchased or obtained by the importer except in case where directly imported from transmarine countries where 20 per cent is added to the value.

The third method obtains in Great Britain, India, Portugal, Denmark, the Straits Settlements, Cyprus, and in Malta in so far as relates to goods subject to duty.

In Trinidad there is a combination of the 1st and 3rd methods, *ad valorem* goods being reckoned at their value at the Port of Shipment, and other goods at their value at the Port of Entry.

The fourth method is in use in Austria, Belgium, France, Germany, Italy, Spain, Switzerland, Argentine Republic, Dominican Republic and Brazil.

Gibraltar and Hong Kong publish no returns.

In many countries, particularly European, duties are almost exclusively specific and in such cases there is little incentive to absolute accuracy in proclaimed values or to regularity or care in the annual revisions, while in those countries where the duties are largely *ad valorem* the means of arriving at the values is in the majority of cases, as in Canada, the production of the invoice supported by the importer's declaration, in others the declaration without the invoice is accepted, while in many cases the values are calculated entirely from information supplied by the importers or from average prices or current price lists, the production of invoices being seldom enforced. In fact it is only where the production of invoices is enforced that current values are ascertained with any degree of accuracy whether the duties are specific or *ad valorem* or whether levied under one or other of the different systems above described.

## Trade and Commerce.

It may well be assured that goods subject to an *ad valorem* duty are valued with more care than those paying specific duty, while free goods are valued with much less care than either, or perhaps with no care at all.

In the case of export returns there is in some respects greater unanimity, the values being in nearly all cases ostensibly those at the port of shipment, sometimes arrived at in a manner calculated to insure reasonable accuracy, but too frequently in a very loose way, subject to very little Customs interference or supervision, inasmuch as there is seldom any revenue concerned; as an example, in the United States there was until within a few months no provision in law for the reporting at customs of goods exported by railway, so that the published returns were always defective.

Aside from all this there are other differences of practice which assist in rendering comparison of trade statistics difficult and in some instances impossible.

1st. There is no common statistical period, the fiscal year in some countries ending March 31st, in others June 30th, and in others again December 31st.

2nd. There is no common basis in the manner of showing the country of origin or of destination, for while one country shows the country where the goods were produced, another shows only that from whence received, or while one country shows the ultimate known destination of goods exported, another shows only that to which delivered on passing the frontier, if by land, or to which shipped if by water. As an illustration, the United States export grain, meats, etc., direct to Great Britain through Canada, the export returns show such grain, etc., as exported to Canada, and Great Britain will, unless the country of origin is specially declared at the time of entry, show such grain as imported from Canada; or, hay, of which a large quantity is now being shipped from Canada to Great Britain *via* the United States—will be shown by Great Britain as imported from the United States; by that country as an import from Canada and an export to Great Britain, while Canada will show it only as an export to Great Britain. Goods shipped from Great Britain to Canada *via* a United States port, will be carried to account as exported to the United States, although in many cases the known destination is Canada.

Switzerland has no seaport, and consequently her actual trade with Great Britain is not fully shown. Imports from Great Britain being treated as from France and Germany, according to the route by which received, and the same with her exports, unless the country of origin or ultimate destination is shown on entry.

Belgium's trade with Austria is frequently treated as trade with Germany, the transactions being across German territory, while the trade by land with Spain or Italy will be treated as trade with France.

France and Germany are presumed to give in so far as can be ascertained the country of origin as regards imports, and of ultimate destination as regards exports.

In countries where customs duties are largely specific, the unit upon which assessed is usually that of weight and expressed under the metric system, which in respect of some goods is very difficult of reduction to figures familiar to those unaccustomed thereto; the element of quantity being utterly incomprehensible without a knowledge of the quality of the goods, and therefore not reducible to an understood value.

As for instance, Swiss embroideries are expressed as of so many kilograms or 100 kilos weight; or in France, where lumber imported, say from Canada, is entered as in quantity so many thousand kilograms weight and the value at so much per kilo being

arbitrarily fixed by appraisers (without reference to actual values), perhaps a year prior to the importation; the embroidery, be it fine or coarse, whether of the value of a fraction of a cent, or of a dollar per yard, and the lumber, whether green or dry, whether worth \$5 or \$50 per thousand feet, pays in each instance the same specific rate per kilogram or thousand kilos, and the values must be taken as given, with no possibility of applying a comprehensive check thereto, or of a comparison with the statistics of the exporting country.

Another very important disturbing factor entering into the question of comparative statistics and one that has rendered itself more conspicuous within the past few months than at any time in many years past, or within the time usually covered by comparative statements, is that of the depreciation in the values of the unit of account in all countries where silver is the standard, or where a depreciated paper currency is in use. The entered value of the exports from such countries (as well as of the imports when duty is exacted on the value of the goods as they lie at the port of entry) would naturally increase in the same ratio as the currency depreciates, and thus might be shown an increase of trade where none had actually occurred, all due to the instability of the currency, the value of the goods reduced to a gold standard having in no way increased. It has been stated that in one instance the published balance of trade between two countries (one of them having a depreciated currency) was in consequence made to appear many millions of dollars astray.

After estimating at their value the various difficulties referred to, standing in the way of a satisfactory comparison of trade statistics, there still remains another which must not be lost sight of when comparing figures of different years, and that is the constantly occurring variations in prices, for while the value of the trade of a country may appear more or less in one year as compared with another, the difference may have been in value only and not in volume; or while there appears no important change in values, there may have been in volume, which when reduced to the same plane as regards relative value will be found to be quite different from what appears as published.

As an example, comparing the aggregate trade of Canada in 1873, the year when prices reached their height, with that of 1893, when prices have gone down to a point as regards many things never reached before, and what is the result? The figures as published in 1873 showed an aggregate trade of \$217,800,000, while those of 1893 show \$247,600,000, or an apparent increase of a little less than \$30,000,000; but applying the prices that ruled in 1873 to the trade of 1893, and there will appear a probable difference in favour of 1893 of not less than \$153,000,000, or say an increase in round numbers of 70 per cent as compared with 20 years ago, or if the figures of 1873 representing values are reduced by the amount of the fall in prices, the result so far as the percentage of increased trade is concerned is the same.

These figures are based upon an estimated general fall in prices since 1873 of 33½ per cent, though German statisticians place the percentage at about 40.

The tonnage of vessels engaged in foreign trade entering and clearing at and from Canadian ports was in 1873 about 11,750,000 tons and in 1893 about 18,550,000 tons, or say an increase of about 58 per cent, while the volume of increase of foreign trade by railway will easily account for the 12 per cent required to make up the estimate of 70 per cent.

While not claiming the estimate as anything more than an approximation, there is evidence enough to convince the most sceptical that Canada's trade is keeping pace with that of the most prosperous countries in the world.

## Trade and Commerce.

Changes in classification follow changes in tariff, which often accounts for the sudden appearance or disappearance, as the case may be, of many detailed items of imports shown in statistical tables,—comparing one year with another—an item suddenly appearing or disappearing, while in reality no particular change in the importation may have occurred. Many such instances appear in Statement No. 2, Part I. of this Report, caused by changes in the Tariff made since 1889; one example will suffice to illustrate. The first item on page 26:—“Curtains when made up, trimmed or untrimmed”; no imports are shown in 1889, and only to the value of about \$7,000 in 1890, while in 1891 the value exceeds \$200,000, and in 1893 it exceeds \$300,000. This cannot be taken to imply that there were no curtains imported prior to 1890, but that in consequence of a change in the wording of the Tariff of 1890, which provided specially for such curtains, they were necessarily taken from where previously included among fancy goods and classed by themselves.

For convenience the report has been divided into three parts:—

1. Statistical and financial statements.
2. Commercial relations and information referring to the principal trade, &c. of different countries.
3. Customs Tariffs of Great Britain and her colonies.

For the absolute accuracy of the tariffs the department cannot be responsible, although they have been corrected up to date in so far as is possible from the various returns and other information available, the activity throughout the world in respect of tariff changes during the past two years rendering such corrected information in some instances difficult of attainment:—and should there prove to be some errors or omissions, they are confidently believed to be few and of comparative unimportance, while the information afforded to the mercantile community by their publication, will it is expected, prove to be of considerable present value, as well as a convenience for future reference.

Such of the circulars issued by the department containing information of permanent value to the public are reproduced at the end of Part II.

The following figures represent in round numbers in Canadian currency, the values of the aggregate foreign trade of some of the principal representative countries as well as of Canada for the fiscal years 1889 to 1892. The German fiscal year ends 31st March, the British, French and Spanish 31st December, the United States and Canadian 30th June.

Country.	1889.	1890.	1891.	1892.
	\$	\$	\$	\$
Great Britain .....	3,617,054,000	3,644,861,000	3,623,500,000	3,481,779,000
Canada .....	218,607,000	218,385,000	241,361,000	247,638,000
United States .....	1,597,632,000	1,680,900,000	1,798,830,000	1,779,351,000
Germany .....	2,433,208,000	1,996,234,000	2,032,512,000	1,755,851,000
France .....	1,953,890,000	1,986,495,000	2,059,078,000	1,869,625,000
Spain .....	340,291,000	3,262,000	376,546,000	286,850,000
Argentine Republic .....	287,439,000	243,059,000	170,426,000	
Japan .....	101,655,000	111,258,000	113,329,000	115,852,000

As regards some of the foregoing countries, the figures for 1893, will, it is believed show a serious reduction in volume and value. The indications as gathered from avail-



able statements so far published, are that the trade of Great Britain for the year now drawing to a close, will show a falling off in imports as compared with 1892, to the extent of not less than \$90,000,000, in exports and re-exports of not less than \$70,000,000, or a total of \$160,000,000, with a loss of revenues to the extent of perhaps ten millions.

As regards the United States, the figures for the fiscal year 1893, aside from coin and bullion, as compared with 1892, show an increase in the value of imports to the extent of \$39,000,000, with a falling off in the exports of over \$82,000,000, while the figures so far published indicate that for the calendar year ending the 31st instant there will be, as compared with the previous year, a falling off in imports of probably in round numbers \$50,000,000, and in the exports of \$75,000,000, while the probable deficit for the year 1893-94 is estimated in the vicinity of \$75,000,000.

The year 1893 will be long noted in many countries, notably in the United States, Australia, India, and in a less degree in the Mother Country, as one of serious commercial disturbances and financial depression, the causes for which it is not necessary to record in this report, notwithstanding which it is gratifying to note that, as is shown in the statements in Part II. of this report, Canada's trade materially increased during the fiscal year ended June 30th last; the imports and exports having gained materially on the exceptionally high figures of the previous year, aggregating over \$6,000,000 more than ever before reached, while the revenues derived therefrom was in proportion, and the figures for the six months ending with the close of the calendar year, which will be available for comparison by the time this report is out of the printer's hands, will show an increased aggregate of trade over the corresponding six months of the previous year of about \$4,000,000, with probably a reduction in Customs revenue of about a quarter of a million dollars.

In conclusion it may not be out of place to add that the British Empire, of which Canada forms a part, comprises nearly 11,000,000 square miles of territory, or more than one-fifth of the land area of the whole globe, that the British flag floats over and protects more than 370,000,000 of human beings, and that aside from the growing importance of Canadian commerce outside these limits, there exists within this vast territory and among these friendly millions, fields for the unlimited expansion of Canadian trade and Canadian interests.

All of which is respectfully submitted.

W. G. PARMELEE,

*Deputy Minister of Trade and Commerce.*

DEPARTMENT OF TRADE AND COMMERCE,

OTTAWA, December 23rd, 1893.

Trade and Commerce.

PART I

STATISTICAL AND FINANCIAL STATEMENTS



# Trade and Commerce.

No. 1.—STATEMENT of the Aggregate Value of the Imports (including Coin and Bullion), and Exports into and from Canada, of Goods entered for Consumption, and of the Customs Duties collected, during each Fiscal Year ending 30th June, from 1868 to 1893, inclusive.

Year.	IMPORTS.			Total.	Exports.	Total Imports and Exports.	ENTERED FOR CONSUMPTION.			Total.	Duty Collected.	
	Dutiable.	Free.	Total.				Dutiable.	Free.	Total.		%	%
1868	45,256,538	28,208,106	73,464,644	57,507,888	131,027,532	43,661,839	28,323,467	71,985,306	8,819,491	63	1868	
1869	44,085,833	26,329,332	70,415,165	60,474,781	130,889,946	41,073,612	26,328,558	67,402,170	8,298,909	71	1869	
1870	48,669,642	26,144,697	74,814,339	73,573,490	148,387,829	45,131,517	26,106,086	71,237,603	9,462,940	44	1870	
1871	70,299,276	25,793,695	96,092,971	74,173,618	170,266,589	60,098,415	26,849,067	86,947,482	11,843,655	75	1871	
1872	72,426,274	39,008,753	111,435,027	82,639,653	194,070,190	68,549,939	39,159,177	107,709,116	13,045,493	50	1872	
1873	74,432,622	53,578,659	128,011,281	89,789,922	217,801,203	71,413,128	56,101,466	127,514,594	13,017,730	17	1873	
1874	77,073,783	51,139,799	128,213,582	89,351,928	217,565,510	76,235,853	51,168,316	127,404,169	14,421,882	67	1874	
1875	81,507,398	41,562,885	123,070,283	77,886,979	200,957,262	78,141,432	41,477,225	119,618,657	15,361,362	12	1875	
1876	58,796,826	34,410,520	93,207,346	80,966,435	174,173,781	60,243,346	34,469,872	94,733,218	12,833,114	48	1876	
1877	61,703,740	35,338,396	97,042,136	75,875,893	172,918,029	60,919,960	35,360,523	96,300,483	12,548,451	09	1877	
1878	57,055,218	24,966,269	82,021,487	79,323,647	172,405,454	59,776,589	31,422,988	91,199,577	12,795,693	17	1878	
1879	68,895,483	17,594,264	86,489,747	71,491,255	153,455,082	53,436,012	31,422,988	84,862,024	12,930,540	66	1879	
1880	85,516,908	17,594,264	103,111,172	97,911,438	174,401,205	54,182,967	19,590,382	73,773,354	14,388,849	22	1880	
1881	93,339,930	26,079,570	119,419,500	98,290,823	203,621,663	71,620,725	19,590,382	91,211,107	18,500,785	97	1881	
1882	100,827,816	31,426,206	132,254,022	102,137,203	221,556,703	85,757,433	26,891,494	112,648,927	21,708,837	43	1882	
1883	88,349,492	28,047,561	116,397,053	98,085,804	200,339,826	91,588,339	31,548,686	123,137,019	23,172,308	97	1883	
1884	79,614,108	29,327,378	108,941,486	91,406,496	207,803,539	80,010,498	28,170,146	108,180,644	20,164,963	37	1884	
1885	75,536,758	28,887,803	104,424,561	89,238,361	198,179,847	73,269,618	29,440,401	102,710,019	19,133,538	99	1885	
1886	85,479,400	27,412,836	112,892,236	85,251,314	203,621,663	70,638,819	28,943,875	99,582,694	19,448,123	70	1886	
1887	77,844,937	33,110,593	110,955,530	89,155,811	202,408,047	78,120,679	27,518,428	105,639,428	22,469,705	83	1887	
1888	80,059,966	35,104,965	115,164,931	90,203,090	201,097,630	69,645,824	33,201,276	102,847,100	22,209,641	53	1888	
1889	86,238,633	35,599,608	121,838,241	89,189,167	204,414,998	74,475,139	35,198,308	109,673,477	23,784,523	23	1889	
1890	81,286,372	46,215,224	127,501,596	96,749,149	218,607,890	77,106,286	35,639,298	112,745,584	24,014,908	07	1890	
1891	81,190,844	46,215,224	127,406,068	113,963,375	241,369,443	74,536,036	38,809,088	113,345,124	23,481,069	13	1891	
1892	77,378,091	51,696,177	129,074,268	118,564,352	247,638,620	69,873,571	51,831,459	121,705,030	20,550,581	53	1892	
1893											1893	

\* \$5,278,130 less than shown in Trade and Navigation Return. Value of re Exports erroneously included with goods entered for consumption.

No. 2.—ITEMIZED STATEMENT showing the values of all Imports and Exports into and goods entered for consumption, with the amounts of duties

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$	cts.	\$	\$	cts.
1	Agricultural products, N.E.S. ....				149,774		
2	Ale, beer and porter in bottles. galls.	239,430	172,583	56,461 79	202,360	146,707	48,566 36
3	do do casks. "	215,745	56,819	33,557 47	127,293	28,440	20,381 61
	Total ale and beer ... galls.	455,175	229,402	90,019 26	329,653	175,147	68,947 97
			5,592	1,118 40		6,230	1,246 00
4	Ale, ginger. ....						
	Animals, living, viz. :—						
	Animals for Zoological Gardens						
5	Dogs. ....						
6	Horned cattle. .... No.	2,195	43,834	13,150 20	1,629	20,437	6,130 95
7	Horses. .... "	2,077	84,125	16,825 00	1,762	78,225	15,644 44
8	Hogs. .... lbs.	21,529	1,991	430 58	5,548	525	110 96
9	Hogs, to be slaughtered in						
10	bond for exportation. .... lbs.	5,021	386	100 42			
11	Poultry. ....						
12	Sheep. .... No.	52,509	115,664	34,699 26	37,994	91,406	27,421 80
13	All other, N.E.S. ....		16,989	3,400 79		15,919	3,184 15
	Animals for improvement of						
	stock, viz. :—						
14	Horses. .... No.	546	317,408		409	251,721	
15	Cattle. .... "	95	14,740		173	23,515	
16	Sheep. .... "	770	19,811		1,318	26,690	
17	Swine. .... "	39	771		79	2,085	
18	Fowls, domestic, pure bred,						
	and pheasants and quails		3,457			2,267	
19	Animals, produce of Newfoundland.						
	Animals brought into Canada, tem-						
	porarily, and for a period not ex-						
	ceeding three months, for the pur-						
	pose of exhibition or competition						
	for prizes offered by any agricul-						
	tural or other association, viz. :—						
20	Horses. ....						
21	Cattle. ....						
22	Sheep. ....						
23	Swine. ....						
24	All others, N.E.S. ....						
	Total animals living. ....		618,276	68,606 25		512,790	52,492 30
25	Animals, products of, N.E.S. ....						
26	Ashes. ....						
27	do pot and pearl. .... brls.	215	3,377		277	8,159	
28	Asphaltum or Asphalt and bone						
	pitch crude only. .... cwt.	244,706	152,136		68,342	36,308	
29	Bagatelle tables or boards with						
	cues and balls. .... No.	13	163	57 05	3	92	32 20
30	Baking powder in packages of						
	1 lb. and over. .... lbs.	156,345	44,806	9,391 95	141,557	40,849	8,493 79
31	Baking powder in packages of						
	less than 1 lb. .... lbs.	207,125	60,431	16,561 70	208,651	60,651	16,691 91
	Total baking powder. ....	363,470	105,237	25,953 65	350,208	101,500	25,185 70

## Trade and Commerce.

from Canada in each fiscal year from 1889 to 1893, and the quantity and value of all collected thereon for the fiscal years ended 30th June, 1892 and 1893.

IMPORTS.					EXPORTS.				
Value.					Value.				
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
				149,774	92,284	11,568	34,059	26,528	29,101
147,082	167,778	189,943	195,046	154,190	2,268	10,765	19,488	29,420	27,465
40,915	47,753	51,587	60,316	28,332					
187,997	215,531	241,530	255,362	182,522	2,268	10,765	19,488	29,420	27,465
4,669	6,014	8,123	5,158	5,805					
25									
355									
27,500	52,675	18,486	43,834	20,437	5,714,526	6,952,185	8,774,769	7,749,399	7,745,103
179,136	108,157	162,366	267,669	136,940	2,226,892	2,007,533	1,572,564	1,484,431	1,588,007
37,022	82,984	5,753	1,091	525	6,175	3,152	1,954	1,814	146,090
250,478	311,448	265,561	184,565	8,095					
					114,701	115,232	63,403	62,257	78,627
95,656	110,319	105,641	159,585	132,091	1,276,918	1,276,999	1,150,865	1,429,067	1,288,540
14,146	18,463	26,467	35,437	53,228					
457,458	402,278	386,010	314,608	251,721					
43,990	46,395	31,407	15,765	27,915					
15,812	20,718	18,143	19,811	26,690					
2,623	4,269	4,141	771	2,085					
4,168	4,132	3,425	3,457	2,267					
30	25								
			21,693	22,889					
			10,800	180					
1,128,399	1,161,863	1,027,403	1,079,086	685,063	9,339,212	10,355,101	11,563,555	10,726,968	10,846,367
					59,074	22,516	14,798	28,647	18,374
					31,269	30,153	33,201	40,169	59,126
4,689	2,138	2,757	3,377	8,159	100,379	76,214	90,992	74,489	61,760
23,396	68,454	50,728	152,136	36,308					
100	266	82	163	92					
90,813	94,704	43,072	45,678	40,646					
		67,478	58,223	63,122					
90,813	94,704	110,550	103,901	103,768					

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.						
		1892.			1893.			
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.	
		\$	\$	cts.		\$	\$	cts.
1	Balsam .....							
2	Bees .....	\$	139			635		
3	Belts, surgical or trusses and suspensory bandages of all kinds .....		19,398	4,849 87		20,485	5,124 11	
4	Bells, imported by and for the use of churches .....		31,941			18,093		
5	Bells, all other .....		13,782	4,134 61		12,410	3 722 90	
	Billiard tables, viz. :—							
6	Without pockets, 4½ by 9 ft. or under .....	No.	10	1,682 475 92		2	109 61 35	
7	Without pockets, over 4½ by 9 ft. ....							
8	With pockets, 5½ by 11 ft., or under .....	No.	3	336 155 40		6	1,571 460 45	
9	With pockets, all over 5½ by 11 ft. ....	No.	8	2,704 725 60		13	4,322 1,168 80	
	Total billiard tables .....		21	4,722 1,356 92		21	6,002 1,690 60	
10	Bird cages .....			3,810 1,333 00			3,902 1,365 50	
11	Blacking, shoe and shoemakers' ink .....			40,488 12,147 05			45,685 13,705 53	
12	Blueing—laundry blueing of all kinds .....							
13	Bone, black .....	lbs.	146,161	18,054 5,416 20		144,004	17,053 5,115 30	
14	Bones, crude, not manufactured, burned, calcined, ground or steamed .....	lbs.	737,344	23,930 4,786 00		1,346,250	29,235 5,847 00	
		cwt.	4,333	3,476		1,108	866	
15	Books, printed; periodicals and pamphlets, N.E.S. ....	\$		690,103 103,520 59			686,106 102,919 97	
16	Bank notes, bonds, bills of exchange, cheques, promissory notes, drafts, and all similar work unsigned, and bill heads, envelopes, receipts, cards, and other commercial blank forms printed or lithographed, or printed from steel or copper or other plates, and other printed matter, N.E.S. ....							
17	British copyright works, reprints of .....			20,421 7,148 62			16,103 5,640 80	
18	Bibles, prayer books, psalm and hymn books .....			20,313 3,049 56			13,130 1,968 56	
19	Books printed in any of the languages or dialects of any of the Indian tribes of the Dominion of Canada ..			170,237 8,512 12			159,788 7,991 80	
20	Books printed by any government or by any scientific association, &c., and not for trade purposes .....			566			1,143	
21	Books, educational, for deaf and dumb and blind exclusively .....			2,365			734	
				437			121	

## Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
727	190	416	139	635		7,680	6,351	2,221	5,023	1
22,187	21,502	21,500	19,411	20,504						2
34,839	25,303	27,827	31,560	18,093						3
12,626	18,567	15,053	14,177	12,407						4
										5
100	812	1,455	1,682	109						6
50	100	75								7
225	225	680	336	1,571						8
1,080	3,555	2,977	2,704	4,322						9
1,455	4,692	5,187	4,722	6,002						10
5,687	5,192	3,487	3,810	3,948						11
47,075	66,223	48,829	39,470	47,386						12
18,361	20,076	15,752	19,151	16,257						13
32,974	29,130	58,500	22,880	30,324						14
810	615	1,045	3,476	866	37,092	57,215	80,926	84,455	68,726	15
736,024	779,154	692,932	692,995	689,529	66,303	64,006	87,182	89,838	89,984	16
	1,139	16,088	22,473	16,103						17
15,970	32,946	30,803	20,263	13,130						18
165,627	175,100	181,892	169,630	160,004						19
423	478	3,162	566	1,143						20
1,657	2,259	3,360	2,365	734						21
278	121	429	437	121						22



No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$	cts.	\$	\$	cts.
1	Books, periodicals, &c.— <i>Con.</i> Books, embossed, for the blind.....	\$	336			197	
2	Books, specially imported for the <i>bona fide</i> use of public free libraries, not more than two copies of any one book, and books bound or unbound, which have been printed and manufactured more than twenty years.....	"	20,144			24,276	
3	Books for Toronto University library.....	"	18,725			3,266	
4	Books and publications devoted to the various professional and industrial trades.....	"	1,990			1,891	
5	Charts, maps and globes, geographical, topographical and astronomical, N.E.S.....	"	12,144	2,428 90		20,168	4,033 70
6	Charts, admiralty.....	"	938			701	
7	Chromos, chromotypes, oleographs, photographs and other cards, pictures or artistic works of similar kinds produced by any process other than hand painting or drawing, whether for business or advertising purposes or not, printed or stamped on paper, cardboard or other material, N.E.S.....	Lbs.	145,389	63,041 21,334 04	238,609	103,051	34,924 98
8	Labels, for fruit, vegetables, meat, fish and confectionery, &c.....	"	75,160	43,990 22,283 31	62,719	43,195	20,213 72
9	Manuscripts.....	\$		364		216	
10	Newspapers, or supplemental editions or parts thereof partly printed and intended to be completed and published in Canada.....	"		204 51 00		161	40 25
11	Newspapers, and quarterly monthly and semi-monthly magazines and weekly literary papers, unbound.....	"		60,241		59,495	
12	Pamphlets advertising, pictures, pictorial show cards, illustrated advertising periodicals, illustrated price lists, advertising calendars, advertising almanacs and tailors' and mantle makers' fashion plates.....	lbs.	423,823	143,812 54,197 99	388,453	117,696	46,868 27
13	Posters, advertising bills, tickets and folders.....	lbs.	75,478	26,981 18,065 06	55,989	21,037	13,658 69

## Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
206	263	149	336	197						1
	11,986	49,160	20,144	24,276						2
		11,513	18,725	3,266						3
			1,990	1,891						4
17,312	14,703 13	12,948 978	12,405 938	20,257 701						5
										6
70,926	80,514	59,912	62,967	103,021		25,435	6,203	9,283	2,503	7
43,830 78	41,991 835	40,579 290	44,110 364	44,294 216						8
										9
149	683	604	204	161						10
78,799	72,202	56,517	60,241	59,495						11
										12
157,603	138,696	125,355	144,022	117,958						12
25,292	19,222	20,988	27,024	21,023						13

No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		£	£	cts.	£	£	cts.
1	Books, periodicals, &c.— <i>Con.</i> Printed music, bound or in sheets. . . . . lbs.	61,999	31,757	6,201 25	63,089	28,071	6,314 86
	Total, books, periodicals, &c. . . . .	1,329,109	246,792 44		1,300,546	244,575 60	
2	Boot, shoe and stay laces of any material. . . . . £		35,733	10,720 80		42,800	12,840 30
3	Braces or suspenders, and parts of. . . . . "		53,622	18,765 58		68,829	24,000 89
4	Breadstuffs, &c., viz. :— Arrowroot and tapioca. . . . . lbs.	994,508	32,137	6,417 44	1,142,079	33,475	6,697 62
5	Biscuits, sweetened, of all kinds, and popcorn. . . . . "	92,217	11,447	4,008 38	146,753	17,795	6,228 52
6	Biscuits of all kinds, not sweetened. . . . . "	313,872	16,638	4,169 55	303,646	14,711	3,679 64
7	Bread, unleavened, for religious purposes. . . . . "						
8	Maccaroni and vermicelli. . . . . "	171,438	10,879	3,428 94	161,889	9,486	3,237 64
9	Rice. . . . . "	3,098,399	70,087	38,730 30	3,453,568	73,140	44,295 26
10	do uncleaned, unhulled or paddy. . . . . "	19,883,580	240,185	42,032 41	24,318,460	306,309	53,604 14
11	Rice and sago flour. . . . . "	69,014	1,894	1,380 61	59,878	1,560	1,197 56
12	All other breadstuffs, N.E.S. . . . . "		42,163	8,434 97		46,999	9,404 85
	Total Breadstuffs, N.E.S. . . . .	425,430	108,602 60		503,475	128,345 23	
13	Grain, viz. :— Barley. . . . . bush.	1,553	973	233 00	2,138	1,365	320 77
14	Beans. . . . . "	9,363	15,029	1,406 15	13,752	21,742	2,060 72
15	Locust beans and locust bean meal for the manufacture of horse and cattle feed. . . . . lbs.	33,760	519		23,496	308	
16	Buckwheat. . . . . bush.	132	125	13 20	10	14	1 03
17	Indian corn. . . . . "	1,685,527	862,455	126,415 28	2,031,375	981,588	152,347 81
18	Indian corn, of the varieties known as "southern white dent corn," or horse tooth ensilage corn and "western yellow dent corn," or horse tooth ensilage corn, when imported to be sown for soiling and ensilage, and for no other purpose, O.C. . . . . bush.	106,718	56,340		122,631	66,570	
19	Oats. . . . . "	3,986	1,971	399 06	44,264	19,886	4,426 73
20	Pease. . . . . "	6,815	9,497	681 83	11,032	16,112	1,103 72
21	do split. . . . . "						
22	Rye. . . . . "	393	268	39 35	302	221	30 25
23	Wheat. . . . . "	66,113	65,686	9,917 43	9,069	8,160	1,359 95
24	Grain, all other. . . . . "						
	Total grain. . . . .	1,012,863	139,105 30		1,115,966	161,650 98	

## Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
28,277	29,097	28,035	32,456	28,658						1
1,342,451	1,401,402	1,335,694	1,334,655	1,306,178	66,303	89,441	93,385	99,121	92,487	
35,092	28,077	35,245	35,746	42,752						2
49,542	38,000	45,102	53,971	68,452						3
41,811	35,767	44,777	33,664	33,282						4
27,368	27,613	14,086	11,585	18,009	10,894	15,092	13,901	16,823	30,772	5
		21,494	17,150	15,604						6
751	156	153								7
9,606	11,150	17,422	9,923	8,306						8
73,662	50,503	79,446	68,834	72,986	278	1,417	757	719	791	9
193,051	199,984	174,517	237,408	275,946						10
2,999	4,284	1,381	2,070	1,368					47,417	11
33,361	47,352	58,572	42,709	46,796						12
382,609	376,809	411,848	423,343	472,297	11,172	16,509	14,658	17,542	78,980	
3,263	4,963	192	1,104	3,153	6,464,592	4,600,422	2,929,885	2,613,363	946,151	13
21,834	17,707	18,183	15,979	23,390	406,925	252,785	496,507	412,553	356,840	14
	430	1,113	519	308						15
171	216	88	125	14					277,681	16
3,478,969	4,194,320	3,308,786	2,188,833	2,619,607	2,191,110	2,999,843	1,803,453	1,340,755	1,527,498	17
	36,516	52,250	56,340	66,570						18
125,320	250,162	48,148	70,624	13,002	154,119	277,805	156,846	2,249,932	2,555,322	19
9,108	9,852	11,139	10,398	16,170	1,449,417	1,714,633	1,858,343	3,266,078	2,441,437	20
						170,279	174,282	195,381	137,198	21
56,695	34,413	24,432	1,988,524	185,620		254,897	250,440	2,178,761	225,331	22
1,677,178	2,582,709	2,643,879	5,202,469	3,423,777	1,744,957	2,394,130	4,102,734	12,056,832	10,152,016	23
					40,083	24,028	37,108	377,411	22,433	24
5,372,538	7,131,288	6,108,210	9,534,915	6,351,611	12,451,203	12,688,822	11,809,598	24,691,066	18,641,907	

No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
Breadstuffs— <i>Concluded.</i>			\$	\$ cts.		\$	\$ cts.
Grain products, viz.—							
1	Malt . . . . . bush.	29,820	26,323	4,473 11	49,473	37,607	7,421 02
2	Bran, mill feed, &c. . . . . \$		44,312	8,862 50		29,615	5,921 40
3	Buckwheat meal or flour . . . lbs.	50,131	1,608	125 35	49,497	1,528	123 75
4	Indian or corn meal . . . . . brls.	75,136	203,806	30,066 53	65,495	158,819	26,200 51
5	Oatmeal . . . . . lbs.	494,499	15,872	2,472 56	216,204	6,915	1,081 09
6	Rye flour . . . . . brls.	220	985	109 76	380	1,320	191 00
7	Wheat flour . . . . . " "	36,559	167,019	27,424 03	34,507	127,005	25,882 24
8	Corn flour, hominy, cracked, evaporated or dried corn . . . . .		3,030	606 00		3,785	757 00
9	Meal, all others . . . . .						
10	Grain, flour and meal of all kinds, when damaged by water <i>in transitu</i> . . . . . \$		6,234	1,246 80		10,533	2,106 60
	Total grain products . . . . .		469,189	75,386 64		377,127	69,684 61
	Total breadstuffs . . . . .		1,907,482	323,094 54		1,996,568	359,680 82
Brick, clays and tiles ( <i>see Earthenware</i> ) :—							
11	Fire brick . . . . .		8,426	1,728 90		23,618	4,727 70
12	do for use exclusively in processes of manufacture . . . . .		107,568			102,282	
13	Bath brick . . . . .		2,402	480 40		1,921	384 20
14	Building brick . . . . . M	621	5,075	1,015 04	1,489	14,108	2,821 10
15	China clay . . . . . cwt.	164,485	41,787		74,774	27,981	
16	Fire clay, unmanufactured . . . \$		29,049			31,485	
17	Manufactures of fire clay, N.E.S. . . . .		6,037	1,207 40		11,102	2,221 25
18	Pipe clay . . . . .		256			234	
19	Clay all other, N.E.S. . . . . cwt.	23,625	11,527		34,951	10,865	
20	Drain tile, not glazed . . . . .		473	94 60		110	22 00
21	Drain pipes and sewer pipes, chimney linings or vents and inverted blocks, glazed or unglazed . . . . .		59,064	20,671 91		38,891	13,612 08
22	Roofing tiles . . . . .		18	3 60			
	Total bricks, clay and tiles . . . . .		271,682	25,201 85		262,597	23,788 33
23	Brim moulds and moulds and skins for gold-beaters . . . . .					312	
24	Bristles . . . . . lbs.	98,545	71,895		84,350	66,428	
25	British gum, dressine, sizing cream and enamel sizing . . . . . lbs.	470,971	29,330	4,709 71	501,026	20,406	5,010 26
26	Broom corn . . . . .		115,479			144,987	
27	Brooms . . . . .		725	182 66		1,008	255 45
28	Brushes . . . . .		107,804	26,967 01		108,775	27,200 77
	Total brooms and brushes . . . . .		108,529	27,149 67		109,783	27,456 22
29	Bullion fringe . . . . .		2,339			877	

## Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
32,692	35,352	35,053	26,323	37,607	105,870	150,621	88,174	1,450	1,245	1
41,114	124,401	97,427	44,871	29,615	72,080	87,153	163,788	146,126	181,152	2
1,312	2,204	1,504	1,608	1,528						3
369,513	381,506	324,642	204,738	158,452	2,915	4,031	4,924	4,381	4,747	4
7,899	9,164	9,709	15,872	6,915	237,937	306,991	45,987	415,315	626,477	5
4,633	1,275	877	985	1,320		7				6
1,093,718	672,715	269,508	239,992	180,845	769,478	661,072	1,460,300	1,860,491	1,798,878	7
7,300	10,544	9,362	2,994	4,132						8
					78,988	79,479	12,550	51,149	11,336	9
6,199	5,235	2,160	6,234	15,681						10
1,564,380	1,242,396	750,242	543,617	436,095	1,267,268	1,289,354	1,775,723	2,478,912	2,623,835	
7,319,527	8,750,493	7,270,300	10,501,875	7,260,003	13,729,643	13,994,685	13,599,979	27,187,520	21,344,722	
16,873	10,669	13,914	8,443	23,618						11
81,592	85,868	102,476	107,549	102,282						12
1,943	2,227	2,303	2,402	1,917						13
24,585	12,500	9,774	5,075	14,108		5,168	858	2,766	24,626	14
18,295	28,167	24,429	41,787	27,981						15
24,140	21,366	24,878	29,049	31,485						16
4,050	3,026	7,485	6,037	11,102		18	168	413	113	17
1,445	1,271	632	256	234						18
9,290	11,044	6,827	11,527	10,865						19
2,394	3,442	673	473	110						20
80,168	73,362	86,522	59,934	38,891						21
858	100		18							22
265,633	253,042	279,913	272,550	262,593		5,186	1,026	3,179	24,739	
119	230	152	9	312						23
62,297	70,876	64,386	71,895	66,428						24
16,290	16,117	13,947	29,169	21,765						25
94,560	97,527	109,042	115,479	144,987						26
606	2,118	1,295	725	1,011						27
92,363	98,477	110,856	108,344	109,713						28
92,969	100,595	112,151	109,069	110,724						
		556	2,339	877						29

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
	\$	\$	cts.		\$	3	cts.
1	Buttons, of vegetable ivory or horn..... gross.	28,440	14,914	5,831 50	20,132	18,634	5,739 87
2	Buttons, of hoof, rubber, vulcanite or composition..... gross.	38,391	11,376	4,193 83	49,464	17,356	5,948 15
3	Buttons, all other, N.E.S.....		302,474	75,625 99		275,706	68,927 65
4	Lastings, mohair cloth, or other manufactures of cloth, imported by manufacturers of buttons for use in their own factories, and woven and made in patterns of such size, shape or form, and cut in such manner as to be fit for covering buttons exclusively, O.C.....		5,100			3,770	
	Total buttons.....		333,864	85,651 32		315,466	80,615 67
	Candles:—						
5	Tallow..... lbs.	7,484	629	149 98	1,503	159	30 06
6	Paraffine wax..... “	9,259	1,952	462 85	8,351	1,735	417 55
7	All other, including sperm.. “	277,126	30,324	7,582 10	239,435	25,461	6,365 20
	Total candles..... “	293,869	32,905	8,194 93	249,289	27 355	6,812 81
	Carpets, mats and rugs, N.E.S.:—						
8	Carpets and squares, N.E.S. yds.	334,906	143,881	35,970 25	192,084	94,098	23,524 50
9	Cocoa, mats and matting.....		2,353	705 90		2,131	639 30
10	Mats and rugs, Smyrna.....		11,433	3,429 22		12,137	3,639 45
11	do N.E.S.....		77,562	19,390 60		71,924	17,982 33
	Total carpets, mats and rugs, N.E.S.....		235,229	59,495 97		180,290	45,785 58
	Carriages:—						
12	Buggies of all kinds, costing less than \$50..... No.	123	3,832	2,001 40	131	3,357	1,986 55
13	Buggies of all kinds, costing \$50 and less than \$100..... No.	40	2,586	1,127 20	65	4,339	1,853 98
14	Buggies of all kinds, costing \$100 each and over..... No.	38	6,634	2,321 90	35	6,593	2,276 80
15	Farm wagons and farm carts, costing less than \$50..... No.	134	4,941	2,338 20	165	4,682	2,576 40
16	Farm wagons and farm carts, costing \$50 and less than \$100. No.	65	4,350	1,860 00	29	1,867	808 40
17	Farm wagons and farm carts, costing \$100 each and over..... No.	1	100	35 00	5	835	292 25
18	Pleasure carts or gigs and similar vehicles, costing less than \$50 No.	35	953	540 60	24	594	358 80
19	Pleasure carts or gigs and similar vehicles, costing \$50 and less than \$100..... No.	13	834	351 80	7	497	199 40
20	Pleasure carts or gigs and similar vehicles, costing \$100 each and over..... No.	8	2,704	946 40	6	2,215	775 25
21	Railway or freight carts, costing less than \$50..... No.				1	42	18 40
22	Railway or freight carts, costing \$50 and less than \$100..... No.				1	56	26 20
23	Railway or freight carts, costing \$100 each and over..... No.	1	108	37 80	1	100	35 00

# Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
8,642	7,595	6,802	14,938	18,655						1
281,058	270,172	9,647 265,435	11,120 297,560	17,103 275,463		39,577	37,526	27,893	11,241	2 3
545	1,060	1,728	5,100	3,770						4
290,245	278,827	283,612	328,718	314,991		39,577	37,526	27,893	11,241	
345	160	115	629	159	71		397	73	38	5
1,301	1,186	2,200	2,273	1,777						6
21,445	23,061	27,066	34,110	20,862						7
23,091	24,407	29,381	37,012	22,798	71		397	73	38	
93,173	100,369	94,439	149,867	86,905						8
5,503	5,304	4,985	2,353	2,131						9
60,052	73,198	11,497 66,301	11,433 78,770	12,137 70,984						10 11
158,728	178,871	177,222	242,423	172,157						
5,472	6,180	7,013	3,912	3,437						12
6,761	7,044	5,066	2,961	4,699						13
10,134	6,108	11,657	6,784	6,593						14
3,100	2,626	7,502	5,397	4,543						15
4,592	1,544	5,527	4,350	1,867						16
3,153	1,419	576	100	835						17
818	777	1,080	968	594						18
2,066	385	265	884	597						19
2,260	2,517	3,588	2,704	2,215						20
193		25		42						21
55		75		56	34,724	24,653	34,260	73,921	63,603	22
294			108	100						23



No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$	cts.	\$	\$	cts.
1	Carriages— <i>Concluded.</i> Railway passenger cars, 1st class. No. 19	131,141	39,342	30			
2	Railway passenger cars, 2nd class. No. 4	11,600	3,480	00	3	2,200	660 00
3	Railway passenger cars, tram or horse. No. 89	45,488	13,646	40	107	56,237	16,872 60
4	Railway box and flat cars. " 6	6,520	1,956	00	44	4,019	1,475 70
5	Sleighs and cutters. " 223	3,755	1,130	50	664	5,390	1,617 48
6	Wheelbarrows and hand-carts " 1,924	6,218	1,866	20	2,587	9,474	2,842 20
7	Bicycles, tricycles and velocipedes, &c. ....	186,894	56,068	35		215,241	64,582 64
8	Children's carriages of all kinds No. 2,166	6,778	2,372	30	493	4,363	1,526 72
9	All other carriages not otherwise enumerated. No. 81	12,463	4,362	05	83	7,267	2,543 45
10	Parts of carriages. \$	54,215	17,294	41		78,519	24,563 48
	Total, carriages. ....	492,114	153,078	81		408,787	127,891 70
11	Cases for jewels and watches, cases for silver and plated ware, and for cutlery and other like articles No. 15,876	11,291	4,989	80	16,095	9,233	4,378 60
12	Celluloid, moulded into sizes for handles of knives and forks, &c.; also moulded celluloid balls and cylinders coated with tinfoil or not, but not finished or further manufactured. \$ 219	21	90			46	4 60
13	Celluloid, xylonite or xyolite in sheets and in lumps, blocks or balls in the rough. \$ 31,461					29,330	
14	Cement, stone or water limestone. ....						
15	do burnt and unground. ....						
16	do hydraulic, or waterlime, ground. .... brls. 2,214	2,782	885	80	4,896	8,060	1,958 90
17	do in bulk or in bags. .... bush. 14,351	3,394	1,307	08	12,534	2,909	1,128 06
18	do Portland or Roman. .... brls. 187,233	281,553	74,893	52	229,492	316,179	91,797 09
	Total, cement. ....	287,729	77,086	40		327,148	94,884 05
19	Cherry heat welding compound. ....	537				623	
20	Chronometers and compasses for ships. ....	6,000				5,145	
21	Cider, not clarified or refined. .... galls. 810	130	40	50	926	135	46 30
22	do clarified or refined. .... " 3,216	2,008	321	55	2,362	1,248	236 17
23	Clocks and clock cases of all kinds \$	67,977	23,809	95		68,262	23,891 88
24	Clock springs and clock movements other than for tower clocks. ....	57,028	5,702	80		75,096	7,510 11
	Total, clocks, &c., &c. ....	125,005	29,512	75		143,358	31,401 99

# Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
212,130	57,057	136,205	131,141	6,000						1
.....	33,942	740	11,600	2,200						2
7,929	15,049	16,248	47,988	56,237						3
18,815	41,289	13,588	6,520	8,019						4
10,849	2,529	3,355	3,755	5,490						5
10,037	11,476	6,772	6,218	9,474						6
16,501	45,523	62,955	193,566	216,440						7
8,981	7,168	8,039	6,778	4,363						8
22,009	26,679	12,439	13,628	15,267						9
54,569	42,574	36,679	55,867	78,548						10
400,718	311,886	339,394	505,229	427,616	34,724	24,653	34,260	73,921	63,603	
6,793	9,352	9,896	11,281	9,228						11
1,519	1,404	195	219	46						12
9,257	18,311	23,148	31,461	29,330						13
.....	5	58								14
39	42	19								15
8,412	8,103	6,152	2,812	8,060		389	2,052	1,580	1,252	16
10,668	5,443	2,890	3,394	2,909						17
186,672	324,476	306,582	277,047	310,078						18
205,791	338,069	315,701	283,253	321,047		389	2,052	1,580	1,252	
277	360	530	537	623						19
7,250	5,902	6,240	6,000	5,145						20
511	525	226	130	135						21
2,528	2,272	2,728	2,076	1,217						22
129,292	121,253	81,714	66,995	68,239						23
1,564	2,071	25,748	56,859	75,096						24
130,856	123,324	107,462	123,854	143,335						

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$	cts.	\$	\$	cts.
1	Clothes wringers . . . . . No.	515	1,568	985 28	384	1,138	755 70
2	Clothing and wearing apparel, N. O. P. (exports) . . . . .						
3	Coal and coke, &c.— Anthracite coal and anthracite coal dust . . . . . tons.	1,479,106	5,640,346		1,500,550	6,355,285	
4	Coal, bituminous . . . . . “	1,615,220	4,099,221	969,130 96	1,603,154	3,967,764	961,893 07
5	do all other, N. E. S. . . . . “						
6	do dust, N. E. S. . . . . “	82,091	39,840	7,968 32	109,585	44,474	8,897 84
7	Charcoal . . . . .						
8	Cinders . . . . .						
9	Coke . . . . . tons.	43,499	194,429	21,753 61	41,821	156,277	20,911 36
10	Coke, gas coke (the product of gas works) when used in Canadian manufactures only . . . . . tons.	589	1,755		561	1,665	
	Total, coal, coke, &c. . . . .	3,320,505	9,975,591	998,852 89	3,255,671	10,525,465	991,702 27
11	Cocoa-nuts, imported from place of growth by vessel direct to a Cana- dian port . . . . . No.	268,687	5,986	1,343 44	349,119	6,872	1,745 61
12	Cocoa-nuts, N. E. S. . . . . “	725,600	22,988	7,255 88	628,999	22,110	6,289 99
13	Cocoa-nut, desiccated, sweetened or not . . . . . lbs.	22,727	3,068	1,818 17	32,655	3,573	2,612 44
	Total, cocoa-nut . . . . .		32,042	10,417 49		32,555	10,648 04
14	Cocoa beans, shells and nibs, not roasted, crushed or ground . . lbs.	284,075	38,139		363,767	59,941	
15	Cocoa paste and chocolate, and other preparations of cocoa, not sweet- ened . . . . . lbs.	206,881	58,157	8,275 22	202,528	66,724	8,101 16
16	Cocoa paste and other preparations of, containing sugar . . . . . lbs.	313,596	64,146	15,679 84	368,073	76,884	18,403 66
	Total, cocoa and preparations of	804,552	160,442	23,955 06	934,368	203,549	26,504 82
17	Coffee, green . . . . . lbs.	3,044,726	601,655		3,233,184	594,888	
18	do do imported from U. S. “	167,324	33,163	3,319 18	236,941	35,644	3,583 33
19	do extract of, or substitutes therefor . . . . . lbs.	31,444	3,206	1,572 23	37,898	3,270	1,894 95
20	do roasted or ground, from U. S. . . . . lbs.	68,714	13,524	3,413 47	77,866	15,925	3,929 21
21	do roasted or ground, and imita- tions of and substitutes for, N. E. S. . . . . lbs.	14,827	1,455	444 80	8,250	820	247 50
22	Chicory, raw or green, and substitutes for coffee, N. E. S. . . . . lbs.	1,795	110	58 33	335	17	10 05
23	Chicory, kiln-dried, roasted or ground, and substitutes for coffee composed of roots or vegetables . . . . . lbs.	252,674	8,640	10,106 96	216,230	7,911	8,649 20
	Total, coffee and imitations of, and chicory . . . . .	3,581,504	661,753	18,914 97	3,810,704	658,475	18,314 24

## Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.				
Value.					Value.				
1839.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	2,556	3,115	1,568	1,138					
					64,839	63,755	69,583	64,625	58,680
15,199,481	4,595,727	5,224,452	5,640,346	6,355,285					
3,388,816	3,819,673	4,209,882	4,257,479	4,260,506	2,428,928	2,684,250	3,081,469	3,409,107	3,357,185
150		4,760							
45,695	29,818	31,798	39,771	45,852					
						31,634	61,323	46,817	48,700
						6,902	5,884	5,451	4,118
92,441	134,164	177,340	193,782	157,071		1,050	21		
8,479	22,169	1,934	1,755	1,665					
8,735,062	8,601,551	9,650,166	10,133,133	10,820,379	2,428,928	2,723,836	3,148,697	3,461,375	3,410,003
2,039	1,727	3,871	5,986	6,872					
25,193	25,844	23,864	22,988	22,110					
10,270	6,316	2,340	3,068	3,703					
37,502	33,887	30,075	32,042	32,685					
28,338	35,902	38,881	38,139	59,941					
20,489	28,013	38,125	60,179	67,212					
42,671	56,292	59,061	65,109	79,507					
91,498	120,207	136,067	163,427	206,660					
449,878	538,075	630,082	601,655	594,888	3,706	7,551	332	9,953	15,513
68,950	53,149	42,245	33,163	35,878					
		3,179	3,206	3,362					
14,450	17,661	13,671	13,524	15,930					
918	2,385	1,883	1,545	879					
382	485	211	182	17					
9,098	10,214	7,246	8,971	9,028					
543,676	621,969	698,517	662,246	660,782	3,706	7,551	332	9,953	15,513

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$	cts.	\$	\$	cts.
1	Coir and coir yarn..... lbs.	117,794	6,324	.....	218,748	9,901	.....
2	Collars and cuffs:— Collars of cotton or linen, xylonite, xyloid or celluloid..... doz.	42,875	47,792	24,630 17	46,724	49,992	26,213 31
3	Cuffs of do do pairs.	45,818	7,423	4,063 86	61,735	9,217	5,235 87
	Total, collars and cuffs.....	.....	55,215	28,694 03	.....	59,209	31,449 18
4	Combs for dress and toilet of all kinds..... \$	.....	64,386	22,554 65	.....	65,919	23,071 83
5	Communion plate, imported by and for the use of churches.....	.....	2,687	.....	.....	1,830	.....
	Cordage and twine and manufactures of all kinds, N.E.S.:—						
6	Cordage, cotton and cotton-braided cords..... lbs.	104,518	19,219	5,768 69	109,835	16,713	5,015 03
7	Cordage of all kinds, N.E.S. “	683,121	62,101	14,754 05	640,534	59,476	13,956 40
8	Twine for harvest binders of jute, manilla or sisal and of sisal and manilla mixed..... lbs.	2,226,532	170,967	42,741 85	1,575,291	136,861	33,156 22
9	Twine, cotton..... “	16,687	4,041	1,177 87	13,921	2,691	811 96
10	do of all kinds, N.E.S. “	281,882	36,383	10,914 27	340,434	40,945	12,283 50
11	Twines, manufactures of, viz.:— hammocks and lawn tennis nets and other like articles, N.E.S. ....	.....	5,566	1,947 41	.....	6,490	2,271 80
	Total, cordage and twine. ....	.....	298,277	77,304 14	.....	263,176	67,494 91
12	Corset clasps, spoon clasps or busks, blanks, busks, side steels and other corset steels, whether plain, japan- ned lacquered, tinned or covered with paper or cloth; also back, bone or corset wires, covered with paper or cloth, cut to lengths and tipped with brass or tin, or untip- ped, or in coils..... lbs.	21,087	7,162	3,202 95	15,467	5,658	2,470 41
13	Cotton and manufactures of.....	.....	.....	.....	.....	.....	.....
	Bleached and unbleached, sheet- ings, drills, ducks, &c., not stained, painted or printed. sq. yds	1,180,575	137,424	32,430 56	1,475,931	151,949	37,556 09
14	Ginghams and plaids, dyed or coloured..... sq. yds	191,231	25,089	7,588 17	255,367	26,406	9,068 59
15	Duck, for belting and hose, when imported by manufacturers of rubber goods for use in their fac- tories.....	.....	64,785	.....	.....	48,831	.....
16	Denims, drilling, bed-ticking, can- ton flannels, flannelettes, cotton tennis cloth or striped zephyrs, ducks and drills, dyed or colour- ed, checked and striped shirtings, cottonades, pantaloons stuffs, Ken- tucky jeans, &c..... sq. yds	1,237,488	189,957	53,256 79	2,877,068	352,221	110,371 31

## Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
8,305	4,727	6,595	6,324	9,901						1
34,676	41,920	54,819	47,797	50,022						2
5,650	6,569	8,319	7,423	9,162						3
40,326	48,489	63,138	55,220	59,184						
69,293	69,935	65,539	64,046	66,070						4
35,528	17,464	2,325	2,687	1,830						5
70,887	74,367	12,074 78,538	19,259 62,551	16,738 59,305	34,249	24,218	37,667	27,882	19,995	6 7
	5,159	26,911	178,046	127,640						8
41,779	37,970	5,017 38,457	4,041 36,250	2,691 41,280						9 10
16,347	8,959	4,442	5,608	6,485						11
129,013	126,455	165,439	305,755	254,139	34,249	24,218	37,667	27,882	19,995	
	1,183	3,669	7,309	6,127						12
					155,637	120,899	174,955	334,846	383,314	
153,846	139,845	164,467	137,874	151,856						13
63,958	26,596	18,838	25,136	26,436						14
41,692	43,072	34,459	64,785	48,831						15
193,400	153,420	161,166	190,470	352,532						16

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.							
		1892.			1893.				
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.		
	\$	\$	cts.		\$	\$	cts.		
1	Cotton and manufactures of— <i>Con.</i> Printed or dyed cotton fabrics, N. E. S. . . . . sq. yds	20,572,049	1,516,157	492,806	19	23,554,279	1,749,738	568,701	12
2	Jeans and coutilles, imported by corset and dress stay-makers for use in their factories . . . sq. yds	520,684	57,045	14,261	50	748,277	74,404	18,610	00
3	Damask of cotton, bleached, un- bleached or coloured . . . . sq. yds	94,885	15,737	3,934	25	77,268	12,805	3,201	47
4	Handkerchiefs, plain or printed, in the piece or otherwise . . . . \$		112,672	28,166	83		112,829	28,212	31
5	Wadding, batting, batts and warps and carpet-warps, not bleached, dyed or coloured . . . . . lbs.	13,653	2,581	660	22	17,055	3,261	831	62
6	Knitting yarn, hosiery yarn or other cotton yarn, No. 40, not bleached, dyed or coloured . . . . . lbs.	30,198	6,529	1,586	31	19,018	4,045	992	48
7	Knitting yarn, hosiery yarn or other cotton yarn under No. 40, not bleached, dyed or coloured, finer than No. 40, and N. E. S. . . . .								
8	Wadding, batting, warps, &c., dyed or coloured . . . . . lbs.	42,109	6,721	2,271	44	51,237	10,189	3,065	39
9	Knitting yarn, hosiery yarn, &c., dyed or coloured . . . . . lbs.	35,992	13,026	3,033	70	26,628	9,306	2,194	93
10	Cotton warp, No. 60 and finer . . . .					2,600	246	36	90
11	Warp or beams . . . . . yds.	340	87	16	45	168	90	15	18
12	Seamless bags . . . . . lbs.	96,738	16,588	4,423	38	101,586	18,829	4,836	76
13	Shirts of cotton . . . . . doz.	2,428	14,707	6,846	68	2,661	15,504	7,317	33
14	Sewing thread, on spools . . . \$		289,877	72,471	76		324,560	81,139	50
15	Sewing cotton thread in hanks, black, bleached or unbleached 3 and 6 cord . . . . .		236,868	29,608	60		219,042	27,380	32
16	Sewing cotton thread, N. E. S. lbs.	19,366	6,220	1,244	05	19,201	9,308	1,861	60
17	All other cotton thread, N. E. S. "	11,856	5,714	1,142	60	15,218	6,602	1,320	40
18	Bed comforters or quilts of cotton, not including woven quilts or counterpanes . . . . . No.	2,525	5,597	1,959	67	3,405	6,029	2,110	05
19	Bed comforters or quilts of cotton, white, with woven coloured border . . . . .		13,608	3,402	12		19,041	4,759	50
20	Clothing or other material not other- wise provided for, including cor- sets and similar articles made up by the seamstress or tailor, also tarpaulin, plain or coated with oil, paint, tar or other composition . . . . .		361,537	126,531	73		383,210	134,139	69
21	Clothing, N. O. F. . . . .								
22	Coloured fabrics, woven in whole or part, of dyed or coloured cotton yarn or jute yarn, or part jute and part cotton, or other mater- ial, except silk, N. E. S. . . . yds.	738,945	147,316	36,831	37	1,374,652	197,039	49,268	25
23	Cotton bags made by the use of the needle, not otherwise provided for . . . . .		1,086	380	65		1,641	574	35
24	Bags containing fine salt from all countries . . . . . No.	152,438	10,129	2,532	25	217,974	11,341	2,834	25
25	Cotton netting for lining of boots, shoes and gloves . . . . .		33,047	3,304	70		42,523	4,252	30

# Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
1,659,001	1,741,143	1,663,416	1,513,436	1,748,520						1
39,706	46,482	53,661	57,062	74,387						2
23,547	20,545	20,759	15,737	13,187						3
109,883	101,001	105,020	112,540	112,863						4
2,545	2,287	2,727	2,578	3,261						5
4,246	4,106	8,436	6,529	4,045						6
184	1,997	458								7
6,601	8,280	4,438	6,724	10,189						8
7,038	11,820	15,016	13,006	9,303						9
39	119			246						10
33	665	369	87	90						11
21,524	15,551	9,208	17,397	18,937						12
21,781	21,229	22,471	14,707	15,538						13
309,532	290,399	303,036	290,313	328,255						14
213,364	130,860	200,925	236,868	219,042						15
1,374	3,139	3,892	6,220	9,308						16
5,926	7,802	8,707	5,714	6,602						17
4,459	4,997	4,536	6,020	5,599						18
			14,039	18,761						19
402,010	411,975	373,684	365,936	385,587						20
8,137	1,403									21
144,710	160,900	115,645	145,814	198,292						22
1,118	1,435	1,548	1,086	1,641						23
7,086	7,586	10,295	10,171	11,170						24
37,582	45,487	37,428	33,047	42,523						25



No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ENTERED FOR HOME CONSUMPTION.						
ARTICLES.	1892.			1893.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$ cts.		\$	\$ cts.
1	Cotton and manufactures of— <i>Con.</i>					
2	Cotton belting.....	13,460	3,365 04	16,605	4,151 25	
3	Lampwicks.....	4,137	1,241 10	4,255	1,276 50	
4	Prunella for boots and shoes.....	9,386	938 60	9,180	918 00	
5	Shawls.....	928	232 00	528	132 00	
6	Socks and stockings of cotton lbs. 101,984	82,250	34,864 96	103,932	83,079 35,316 89	
7	Tapestry, lap dusters, &c., not embroidered.....	3,730	932 30	5,904	1,475 95	
8	Towels.....	51,610	12,902 60	34,192	8,548 34	
9	Uncoloured cotton fabrics, viz.:— Scrim and window scrims, cambric cloths, muslin apron checks, brilliants, cords, piques, diapers, lenos, mosquito nettings; Swiss, jaconet and cambric muslins, and plain, striped or checked lawns..... yds.	2,101,401	182,889 45,721 55	2,814,905	223,027 55,759 10	
10	Velveteens, cotton velvets and cotton plush..... yds.	866,889	204,712 40,985 30	890,966	212,938 42,592 50	
11	Winceys of all kinds, not otherwise provided for..... yds.	111,350	6,612 1,498 94	136,744	7,575 1,704 49	
12	Winceys, checked, striped or fancy cotton winceys, over twenty-five inches wide..... Sq. yds.	4,938	370 143 46	17,775	1,390 566 00	
13	Yarn, two-ply cotton twine, in cops only, made from single cotton yarns finer than No. 40 and used by manufacturers of Italian cloths, cashmeres and cotton cloths, for the selvages of the said cloths. lbs.	4,435	2,248	10,089	2,311	
14	Yarns, cotton, not coarser than No. 40, unbleached, bleached or dyed, for use in covering electric wires, also, for the manufacture of cotton loom harness, and for the use in the manufacture of Italian cloths, cotton, worsted or silk fabrics..... lbs.	248,847	56,020	890,921	104,216	
15	Yarns, cotton, in cops only, made from single cotton yarns finer than No. 40, when used in their own factories by the manufacturers of Italian cloths, cashmeres and cotton cloths for the selvages of said cloths, and for these purposes only..... lbs.	15,941	3,199	43,351	9,051	
16	Cotton waste..... “	4,247,085	284,701	4,900,756	333,662	
17	Cotton wool..... “	42,075,440	3,389,232	36,362,577	3,201,452	
	All other manufactures of cotton, N.E.S.....		217,166 43,438 76		207,912 41,585 33	
	Total, cotton and manufactures of.....		7,802,754 1,116,956 58		8,268,266 1,298,673 04	
18	Crapes of all kinds.....		59,647 11,934 90		49,225 9,845 00	
19	Crucibles.....					

# Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
16,909	9,071	12,981	14,519	16,933						1
3,144	2,871	4,167	4,137	4,256						2
11,813	9,619	10,251	9,386	9,180						3
3,613	1,255	2,193	928	528						4
86,853	81,790	74,937	82,660	82,810						5
4,115	3,757	3,804	4,018	5,919						6
30,974	29,044	29,402	51,610.	34,192						7
	16,271	174,948	183,065	226,241						8
75,121	82,990	178,917	204,714	212,713						9
27,526	17,160	11,195	7,183	7,257						10
1,679	2,854	1,796	370	1,390						11
	3,543	8	2,248	2,311						12
74,090	36,980	33,831	56,020	104,216						13
	13,341	2,617	3,199	9,051						14
222,942	222,527	274,066	284,701	333,662	66,229	54,077	55,275	68,662	53,191	15
3,612,574	3,539,249	3,603,185	3,389,232	3,201,452						16
449,230	381,630	206,765	216,958	210,172						17
8,104,905	7,858,093	7,969,668	7,808,244	8,279,284	221,866	174,976	230,230	403,508	436,505	
97,882	87,657	70,876	59,323	49,603						18
1,499	2,764									19

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.						
		1892.			1893.			
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.	
	\$	\$	cts.		\$	\$	cts.	
1	Curtains, when made up, trimmed or untrimmed.....		270,299	81,093	85	313,762	94,135	72
2	Curling stones, of whatever material made..... No.	671	1,777	444	25	999	249	75
3	Dressing, harness, leather and shoe.....		31,189	9,354	44	34,448	10,334	40
	Drugs, dyes, chemicals and medicines:—							
4	Drugs, chemicals and medicines (exports).....							
5	Dye stuffs, N.E.S. (exports).....							
	Acids—							
6	Acid, boracic..... lbs.	15,955	1,758			10,153	952	
7	Acetic and pyroligneous, N.E.S., not exceeding proof strength. gal.	356	92	53	53	183	106	27 45
8	Acetic and pyroligneous, in excess of the strength of proof... galls.	11,178	12,994	9,761	03	9,512	8,987	7,551 10
9	Acid, acetic and pyroligneous of any strength, when imported by dyers, calico printers or manufacturers of acetates or colours, for exclusive use in dyeing or printing, or for the manufacture of such acetates or colours in their own factories, under such regulations as may be established by the Governor in Council... galls.	834	310	270	00	331	76	98 03
10	Acid phosphate..... lbs.	146,254	11,274	4,387	62	181,079	12,512	5,432 35
11	Acid, muriatic and nitric... \$		1,124	224	80		1,175	234 90
12	Acid, oxalic..... lbs.	56,367	4,178			66,373	4,135	
13	Acid, sulphuric..... "	223,623	2,837	1,113	16	172,422	2,367	862 13
14	Acid, sulphuric and nitric combined and all mixed acids. lbs.	645,027	19,394	4,847	63	200,833	6,503	1,625 75
15	Acid tannic, alizarine, blood albumen, antimony salts, tartar emetic and grey tartar, imported by manufacturers.....		8,224				7,027	
16	Acid, all others, N.E.S. ....		27,036	5,407	20		31,358	6,271 61
17	Acid, agaric.....							
18	Aloes, ground or unground... lbs.	12,711	1,443			14,409	1,398	
19	Alum in bulk only, ground or unground, and alum cake..... lbs.	1,853,741	22,849			2,297,590	27,910	
20	Alumina, sulphate of..... "	1,001,811	9,078			690,747	6,444	
21	Ammonia, sulphate of..... "	191,448	4,663			201,951	5,168	
22	Analine dyes, N.O.P., in packages less than 1 lb. weight..... lbs.	401	268	26	80	337	415	41 50
23	Analine dyes and coal tar dyes, in bulk or packages of not less than 1 lb., including alizarine and artificial alizarine..... lbs.	283,141	148,178			462,032	218,089	
24	Aniline salts and arseniate of aniline..... lbs.	3,032	720			7,131	1,032	
25	Aniline oil, crude..... "	99	28			11	2	
26	Annatto, liquid or solid, and annatto seed..... Lbs.	32,917	5,902			45,886	8,447	
27	Antimony, not ground, pulverized otherwise manufactured.... lbs.	180,308	17,680			181,823	14,771	

## Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
	7,051	209,521	270,795	314,085						1
	30	3,012	1,777	999						2
5,194	6,350	19,939	31,235	34,448						3
						88,387	85,346	77,615	122,085	4
						17,565	10,643	13,117	10,730	5
1,589	540	1,494	1,758	952						6
26,804	26,424	131	96	102						7
		9,995	12,034	11,153						8
		341	310	76						9
	2,142	12,006	11,136	12,607						10
3,280	9,815	14,939	11,989	1,175						11
2,800	4,699	3,334	4,178	4,135						12
2,606	2,927	2,520	2,783	2,367		5,545		312		13
10,941	12,356	23,581	19,394	6,503						14
85	9,514	5,556	8,224	7,027						15
39,609	24,228	16,717	26,985	33,646						16
528										17
1,451	1,994	1,543	1,443	1,398						18
23,397	28,758	22,411	22,849	27,910						19
	25	8,587	9,078	6,444						20
2,053	2,317	5,063	4,663	5,168						21
164	321	467	268	415						22
91,653	112,320	120,282	148,178	218,089						23
443	448	3,235	720	1,032						24
477		76	28	2						25
6,406	5,810	7,748	5,902	8,447						26
11,206	17,439	17,483	17,680	14,771						27

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
Drugs, dyes, chemicals, &c.— <i>Con.</i>			\$	\$ cts.		\$	\$ cts.
1	Argols or argal, not refined . lbs.	22,087	1,268		20,586	720	
2	Arsenic .....	302,958	9,365		447,079	12,907	
	Beans, viz. :—						
3	Nux-vomica, crude only .. “	1,102	56		2,725	86	
4	Tonquin, crude only .. “	2,039	2,005		1,962	1,609	
5	Vanilla, crude only .. “	5,814	16,416		5,298	17,466	
6	Berries for dyeing, or used for composing dyes .. lbs.	273	6				
7	Borax, ground or unground, in bulk of not less than 25 lbs. only. lbs.	464,888	29,678		621,304	31,069	
8	Brimstone, crude, or in roll or flour, and sulphur in roll or flour. lbs.	4,769,759	67,095		6,381,203	77,216	
9	Bromine .. “	2,344	476		19	25	
10	Bergundy pitch .. “	1,450	62		220	6	
11	Camwood and sumac for dyeing or tanning purposes, not further manufactured than crushed or ground .. lbs.	766,109	20,080		1,021,210	31,822	
12	Cinchona bark .. “	2,817	382		2,778	381	
13	Chloralum of chloride of aluminum ..				271	44	
14	Chloride of lime .. lbs.	3,107,538	58,205		4,042,093	81,059	
15	Cochineal .. “	3,800	1,060		2,538	745	
16	Cream of tartar in crystals .. “	570,369	119,599		716,678	124,410	
17	Dragon's blood .. “	107	47		156	55	
18	Dye, jet black .. “						
19	Dyeing or tanning articles in a crude state used in dyeing or tanning, N. E. S. .. lbs.	2,791,357	93,601		3,627,078	88,875	
20	Ergot .. “	7,858	2,317		7,195	3,120	
21	Extract of logwood, fustic and oak bark .. lbs.	2,905,493	129,609		3,050,941	131,567	
22	Extract of hemlock bark ..						
	Flowers, leaves and roots :—						
23	Belladonna leaves .. lbs.	1,532	166		1,308	129	
24	Camomile flowers .. “	2,950	399		5,053	814	
25	Buchu leaves, conium cicuta or hemlock seed and leaf, foliæ digitalis, hyocyamus, or henbane leaf, senna leaf ..		3,243			3,492	
26	Alkanet crude, crushed or ground ..		264			123	
27	Roots: Aconite columba, gentian, ginseng, ipecacuanha, iris, jalap, licorice, orris, rhubarb, sarsaparilla, squills, taraxacum and valerian ..		11,979			12,237	
28	Gelatine and all similar preparations .. lbs.	80,127	26,243	5,248 60	81,221	21,486	4,297 20
29	Glycerine .. “	440,518	44,960	8,992 00	580,489	50,240	10,047 50
30	Gums :—						
	Amber, Arabic, Australian, chicle or sappato gum crude, copal, damar, kaurie, mastic, sandarac, senegal, shellac, whiteshellac in gum or flake, for manufacturing purposes, and gum tragacanth, gum gedda and gum barberry ..	1,016,033	165,451		1,169,140	190,456	

# Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
1,031	866	749	1,268	720						1
2,434	4,474	4,027	9,365	12,907						2
2,504	184	300	56	86						3
1,014	1,685	2,121	2,005	1,609						4
7,916	11,078	15,888	16,416	17,466						5
	63	44	6							6
17,461	24,845	22,602	29,678	31,069						7
34,006	44,276	46,351	67,095	77,216						8
318	222	385	476	25						9
131	218	95	62	6						10
	8	16,049	20,080	31,822						11
742	351	353	382	381						12
21	21	4		44						13
75,857	52,138	42,172	58,205	81,059						14
1,154	691	832	1,060	745						15
159,245	77,977	104,294	119,599	124,410						16
662	58	79	47	55						17
29,630	11,531	1,986								18
157,794	173,533	146,954	93,601	88,875						19
1,116	1,311	1,486	2,317	3,120						20
76,064	83,825	105,196	129,609	131,567	159,039	162,042	187,176	157,753	108,085	21
134	109	219	166	129						22
2,669	1,107	593	399	814						23
4,337	3,789	3,262	3,243	3,492						24
5,668	2,683	513	264	123						25
5,748	10,241	10,203	11,979	12,237						26
19,520	25,800	29,274	25,338	23,896						27
53,558	50,253	55,946	50,027	47,660						28
										29
145,833	149,508	154,683	163,451	190,456						30

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.						
		1892.			1893.			
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.	
Drugs, dyes, chemicals, &c.— <i>Con.</i>			\$	\$	cts.	\$	\$	cts.
Gums— <i>Con.</i>								
1	Assafetida . . . . . lbs.	35	30	6 00	323	42	8 40	
2	Camphor . . . . . "	38,941	16,667	3,333 40	48,018	19,269	3,853 80	
3	Opium, crude . . . . . "	150,729	386,460	150,731 17	148,508	394,313	148,508 56	
4	Other, N.E.S. . . . . "	10,931	2,759	551 80	9,685	2,478	496 40	
5	Indian hemp, crude, dry. . . . . "	845	946		12,212	20,003		
6	Indigo . . . . . "	46,078	29,804		61,270	53,516		
7	Indigo auxiliary or zinc dust . . . . . "	15,935	1,398		41,696	8,143		
8	Indigo, paste and extract of. . . . . "	31,060	2,360		46,324	3,496		
9	Iodine, crude. . . . . "	201	621		412	1,259		
10	Iron liquor, solution of acetate of iron for dyeing and calico printing . . . . . "		933			777		
11	Lac dye, crude, seed, button, stick and shell . . . . . lbs.	25	8		265	52		
12	Line, acetate of. . . . . "				1,606	105	21 00	
13	Liquorice, paste. . . . . "	1,062,390	78,444	21,247 80	1,118,719	102,188	22,374 38	
14	Liquorice, in rolls or sticks. . . . . "	149,789	21,798	4,493 67	153,882	20,041	4,616 46	
15	Liquorice root, not ground. . . . . "	2,514	195		7,013	444		
16	Litmus and all lichens, prepared and not prepared. . . . . lbs.	684	40		115	10		
17	Madder and munjeet, or Indian madder, ground or prepared, and all extracts of . . . . . "		4,979			4,249		
18	Magnesia. . . . . lbs.	32,447	1,031	206 20	13,661	1,376	275 20	
19	Malt, extract of (non alcoholic), for medicinal purpose. . . . . "		8,382	2,095 50		7,324	1,831 00	
20	Manganese, oxide of. . . . . lbs.	76,097	3,530		94,116	3,696		
21	Morphine. . . . . oz.	4,288	3,996	799 20	5,083	4,359	871 80	
22	Musk, in pods or in grains . . . . . "	145	2,363		210	3,705		
23	Nut galls. . . . . lbs.	6,935	1,033		9,405	1,286		
24	Opium, prepared for smoking . . . . . "		4	1 25	½	5	2 50	
25	Ottar or attar of roses, and oil of roses. . . . . oz.	2,860	11,947		2,181	10,744		
26	Persis, or extract of archill and cudbear. . . . . lbs.	9,210	2,636		4,721	519		
27	Phosphorus . . . . . "	18,918	6,415		19,408	7,236		
28	Precipitate of copper, crude. . . . . "	22	10		3,578	332		
29	Proprietary medicines, in liquid form. . . . . "		56,956	28,476 69		55,718	27,919 10	
30	Proprietary medicines, all other, not otherwise provided for . . . . . "		166,306	41,578 12		147,961	36,998 87	
31	Potash, chlorate of, in crystals, for manufacturing purposes. . . . . lbs.	11,231	992		80,535	4,033		
32	Potash, chlorate of, when ground only, and free from admixture with any other substance, imported for manufacturing purposes only, O.C. . . . . lbs.				11,273	1,263		
33	Chlorate of . . . . . "	451	102	20 40	1,365	230	46 00	
34	Potash, German mineral. . . . . "	67,337	1,033		67,119	1,919		
35	Potash, muriate and bichromate of, crude. . . . . lbs.	493,741	28,591		380,036	22,376		
36	Potassa or potash—							
37	Bicarbonate or saleratus. . . . . lbs.	97,048	2,607	521 40	96,622	1,830	366 00	
38	Nitrate of, or saltpetre . . . . . "	98,013	4,270	854 00	243,044	10,615	2,123 00	
39	Prussiate of, red and yellow . . . . . "	3,423	2,186	218 60	1,848	5,462	546 20	
39	Quicksilver . . . . . "	30,936	15,038		50,711	22,998		

# Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
3	8		30	42						1
9,206	14,243	14,183	16,964	18,930						2
196,100	325,903	372,676	384,705	430,366						3
2,775	3,221	2,626	2,784	2,529						4
	573	4	946	20,003						5
47,516	39,942	39,610	29,804	53,516						6
214	796	2,200	1,398	8,143						7
3,160	3,310	4,806	2,360	3,496						8
726	540	1,126	621	1,259						9
1,690	1,525	1,141	933	777						10
177		55	8	52						11
31	27	107		105						12
85,824	73,200	61,843	80,175	120,860						13
21,341	23,322	25,193	21,930	19,927						14
		237	195	444						15
7	53	60	40	10						16
5,446	3,219	4,572	4,979	4,249						17
599	614	641	1,048	1,359						18
2,606	5,471	6,768	8,372	7,314						19
2,182	3,192	3,743	3,530	3,696						20
2,937	7,757	4,682	4,206	4,435						21
3,157	2,706	3,434	2,363	3,705						22
772	633	482	1,033	1,286						23
	7	4	4	5						24
7,702	6,964	5,201	11,947	10,744						25
1,070	1,151	1,023	2,636	519						26
8,082	9,709	5,871	6,415	7,236						27
256	1,074	430	10	332						28
67,163	50,072	51,540	58,122	54,911						29
141,197	155,677	133,464	169,122	148,801						30
	575	2,289	992	4,033						31
				1,263						32
2,107	2,001	588	102	230						33
382	555	568	1,033	1,919						34
20,330	23,420	16,360	28,591	22,376						35
1,780	895	1,374	2,607	1,989						36
9,330	8,737	8,841	4,523	10,398						37
161	873	3,401	2,186	5,462						38
11,844	7,677	20,223	15,038	22,998						39



No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$	cts.	\$	\$	cts.
1	Drugs, dyes, chemicals, &c.— <i>Con.</i>						
2	Quinine, sulphate of, in powder. oz.	93,199	22,982	.....	60,386	13,844	.....
3	Red liquor, a crude acetate of aluminium, prepared from pyroligneous acid for dyeing and calico printing .....		4,654	.....		4,769	.....
4	Saffron and safflower and extract of, and saffron cake. .... lbs.	1,207	674	.....	793	364	.....
5	Sal ammoniac. .... lbs.	135,138	6,530	.....	210,770	6,328	.....
6	Soda, bicarbonate of. .... lbs.	3,100,147	49,510	9,902 00	3,543,117	47,175	9,435 00
7	Soda, nitrate of, soda ash, soda caustic in drums, bichromate of soda, sal soda and silicate of soda, in crystals or in solution... lbs.	25,152,260	387,242	.....	26,505,173	397,669	.....
8	Soda, sulphate of, crude, known as salt cake, for manufacturing purposes only. .... lbs.	108,189	1,281	.....	66,053	1,200	.....
9	Sodium, sulphide of, arseniate, binarseniate, chloride and stannate of soda. .... lbs.	298,211	7,337	.....	248,714	5,577	.....
10	Spirits and strong waters of any kind, mixed with any ingredient or ingredients, and known or designated as anodynes, elixirs, essences, extracts, lotions, tinctures or medicines, N. E. S. .... galls.	2,153	15,667	9,270 80	2,821	19,002	11,702 86
11	Sulphate of iron (copperas). lbs.	691,055	7,601	.....	543,996	2,410	.....
12	Sulphate of copper (blue vitriol) "	995,416	33,283	.....	1,282,286	40,747	.....
13	Sulphuric ether. .... lbs.	11,334	2,849	566 75	12,271	2,651	613 59
14	Sumac. .... "			.....	539	25	5 00
15	Terra japonica, gambier or cutch. .... "	393,541	17,132	.....	684,624	31,346	.....
16	Turmeric. .... "	59,152	2,614	.....	43,269	2,153	.....
17	Vaseline and all similar preparations of petroleum, for toilet, medicinal or other purposes, in bulk. .... lbs.	81,489	7,351	3,259 60	89,213	7,790	3,567 85
18	Vaseline and all similar preparations of petroleum, for toilet, medicinal or other purposes, in bottles or other packages not over 1 lb. in weight each. .... lbs.	1,759	485	94 75	3,252	619	195 12
19	Verdigris or sub-acetate of copper, dry. .... lbs.	617	147	.....	1,214	184	.....
20	Zinc, chloride, salts and sulphate of. .... lbs.	163,150	10,310	515 50	70,916	2,337	116 85
	All other drugs, dyes and chemicals, &c., not otherwise provided for. ....		392,641	78,530 31		392,045	78,461 26
	Total, drugs, dyes, chemicals, &c.		2,941,222	397,607 28		3,164,640	391,445 72
21	Earthenware and china: (See bricks and tiles):—						
	Brown or coloured earthen and stoneware, and rockingham ware. ....		15,565	5,447 75		29,048	10,181 95

## Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
22,424	33,762	26,263	22,982	13,844						1
951	879	2,640	4,654	4,769						2
950	697	653	674	364						3
4,692	6,470	4,181	6,530	6,328						4
28,258	22,898	43,433	50,630	45,794						5
272,039	300,041	354,135	387,242	397,669						6
29	1,123	5,774	1,281	1,200						7
1,402	2,944	5,781	7,337	5,577						8
9,796	34,392	13,212	17,717	17,721						9
2,302	4,001	6,310	7,601	2,410						10
26,472	37,302	43,614	33,283	40,747						11
.....	445	1,507	2,933	2,844						12
3,243	3,201	661	.....	25						13
620	813	11,857	17,132	31,346						14
1,225	947	1,658	2,614	2,153						15
6,928	7,023	8,005	7,351	7,790						16
461	681	770	485	619						17
415	524	240	147	184						18
3,463	5,890	4,666	10,318	2,337						19
414,637	416,081	387,509	391,591	391,780						20
2,499,289	2,654,678	2,777,404	2,962,144	3,220,628	159,039	273,539	283,165	248,797	240,900	
29,547	44,381	29,634	16,464	28,099						21

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLE.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
	\$	\$	cts.		\$	\$	cts.
1	Earthenware and china— <i>Con.</i>						
	Decorated, printed or sponged, and all earthenware, N.E.S.		206,527	72,285	39	187,304	65,557 47
2	Demi-johns or jugs, churns and crock, galls, holding capacity...	54,194	6,049	1,625	82	49,103	3,852 1,473 09
3	Porous and hollow earthenware for fire proofing purposes.....		2,747	961	45	171	59 85
4	White granite or ironstone ware, and C.C. or cream coloured ware		254,330	89,017	40	252,818	88,486 05
5	China and porcelain ware.....		231,528	69,462	35	202,528	60,758 89
6	Earthenware tiles and other manu- factures of earthenware, N.E.S.		32,064	11,222	30	34,016	11,911 75
	Total earthenware and china.....		748,810	250,022	46	709,737	238,429 05
	Electric apparatus:—						
7	Electric and galvanic batteries...						
8	Electric arc light carbons or carbon points..... M.	3,580	28,322	8,854	78	3,234	24,852 7,932 52
9	Electric light apparatus, parts of, electric light cables, electric batteries.....		210,752	52,693	71	409,823	102,456 74
10	Electric meters and motors..... No.	747	68,631	17,157	63	788	78,952 19,738 00
11	Telephones and telegraph instru- ments; telegraph, telephone, gal- vanic batteries, electric, incan- descent light globes and insulators of all kinds, N.E.S.		332,923	83,233	14	176,438	44,109 82
	Total electric apparatus.....		640,628	161,939	26	690,065	174,237 08
12	Embroideries, N.O.P.....		154,613	46,389	30	160,325	48,096 68
13	Emery in blocks, crushed or ground..		17,782			17,762	
14	Emery wheels.....		6,492	1,625	95	5,606	1,403 50
15	Essences, viz.: Apple, pear, pineapple, &c						
16	Excelsior for upholsterers' use.....		2,342	468	50	2,198	439 60
	Fancy goods, viz.:—						
17	Alabaster, spar, amber, terra cotta or composition ornaments and statuettes.....		14,976	5,246	36	9,771	3,420 83
18	Bead ornaments.....		32,300	11,306	62	26,949	9,420 25
19	Boxes, fancy, ornamental cases and writing desks, &c., &c.....		69,121	24,195	28	65,555	22,939 01
20	Braids, bracelets, cords, fringes, tassels, &c.....		471,780	141,548	70	531,241	159,391 75
21	Coral, cut or manufactured.....						
22	Fancy manufactures of bone, shell, horn and ivory, N.E.S.....		3,806	1,331	79	6,314	2,212 38
23	Fans, not printed.....		209,376	52,349	05	200,430	50,113 03
24	Flowers, artificial.....						
25	Feathers, ostrich and vulture, un- dressed.....		354	53	10	337	50 55

# Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
174,908	195,293	170,795	207,366	204,268						1
5,801	5,217	9,632	6,011	3,852						2
			2,747	171						3
285,941	225,591	215,259	265,079	254,831						4
166,956	183,993	173,178	230,598	203,879						5
21,677	35,827	38,864	32,624	33,879						6
684,830	690,302	637,362	760,889	728,979						
19,801										7
10,718	55,379	37,827	28,208	24,850						8
205,291			210,425	412,870						9
			68,631	79,103						10
16,415	329,534	443,699	400,767	187,708						11
252,225	384,913	481,526	708,031	704,531						
183,867	202,227	199,832	154,753	163,332						12
13,656	16,922	16,179	17,782	17,762						13
3,948	5,313	6,665	6,492	5,606						14
2,709										15
1,540	3,849	2,477	2,342	2,198						16
32,000	37,179	14,104	20,200	14,912						17
73,945	46,481	29,051	32,301	27,051						18
59,666	77,795	68,124	72,016	65,799						19
592,634	557,312	369,618	471,390	530,462						20
162										21
8,116	3,880	3,908	3,901	6,790						22
3,359	2,128	1,303								23
97,963	163,631	191,440	209,948	200,276						24
511	188	449	354	337						25

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$	cts.	\$	\$	cts.
1	Fancy goods— <i>Con.</i>						
2	Feathers, ostrich and vulture, dressed	43,137	15,096	97	54,677	19,135	90
3	Ivory or bone dice, draughts, chess-man, &c	710	247	30	321	112	35
4	Laces, lace collars and similar goods, lace nets and nettings of cotton, linen, silk or other material	568,330	170,498	59	595,605	178,681	69
5	Millinery, not elsewhere provided for	4,871	1,410	05	2,782	793	23
6	Toys and dolls of all kinds	168,304	58,917	02	169,130	59,214	15
	All other, N.E.S.	40,736	11,173	07	54,634	14,141	06
	Total fancy goods	1,627,801	493,373	90	1,717,746	519,626	18
7	Feathers of all kinds, N.E.S	46,144	11,530	45	40,502	10,126	50
8	Felt for roofing	833	208	25	100	25	00
9	do adhesive, for sheathing vessels	917	1,625		1,625		
10	do all other, N.E.S.	4,042	808	20	6,635	1,326	63
	Fertilizers, manures, &c. :—						
11	Fertilizers, N.E.S.	19,539	3,907	80	21,580	4,315	51
12	Guano and other annual manures	118 cwt.	217		60	197	
13	Manures, fish					3	
14	do vegetable	50 cwt.	353		11	36	
15	Bone dust and bone ash for manufacture of phosphates and fertilizers	2,094 cwt.	3,070		7,921	10,450	
16	Kainite or German potash salts for fertilizers	81,400 lbs.	1,041		25	2	
17	Phosphates						
18	Potash sulphate of, for manufacture of fertilizers				63,555	1,134	
	Total fertilizers	24,220	3,907	80	33,402	4,315	51
19	Fireworks	11,747	2,936	75	13,057	3,264	25
	Fish and fish products, N.E.S. :—						
20	Ambergris		334			729	
21	Cod, haddock, ling and pollock—						
22	Fresh	54,326 lbs.	1,024		29,500	717	
23	do	1,172,078	35,031	5,860 48	1,422,933	43,088	7,114 86
24	Dry salted or smoked	43,966	1,652	220 31	73,681	260,083	
25	do	*188	367		27,155	914	135 79
26	Wet salted	38,400	385	192 00	102,177	2,548	510 89
27	do	400,137	20,130	4,002 12	371,292	24,159	3,712 92
28	Smoked	*4,194	19,486		3,440	16,711	
29	Pickled	2,356	124	23 56	3,788	224	37 88
30	do						
31	Tongues and sounds						
32	Halibut, fresh	40,464 lbs.	3,825	202 35	39,018	3,581	195 11
33	do	*1,733	64		21,368	1,464	
34	do pickled	*3,200	270		3,250	55	
35	do	5,550	273	55 50	1,567	38	15 67
	Herring, fresh				*911,515	11,675	

\* From Newfoundland.

## Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
148,699	48,403	62,913	43,143	54,203						1
481	378	18	710	321						2
629,359	672,611	541,722	567,534	597,587						3
13,685	12,748	12,012	4,871	2,744						4
156,599	173,147	157,789	169,674	168,543						5
75,234	67,267	61,819	41,049	54,611						6
1,892,413	1,863,148	1,514,270	1,637,091	1,723,636						
17,264	18,159	35,779	46,110	40,492						7
6,951	1,538	968	833	100						8
2,102	2,419	2,531	917	1,625						9
4,553	3,317	5,850	4,440	6,237		202	558	68	5,207	10
14,123	14,444	13,496	19,201	21,580		4,291	5,150	8,673	7,706	11
666	672	1,187	217	197						12
31	29	64	353	36						13
589	276	5,954	3,070	10,450						14
1,561	2,202	1,702	1,041	2						15
					364,583	401,827	422,200	380,462	132,475	16
				1,134						17
16,970	17,623	22,403	23,882	33,402	364,583	406,118	427,350	389,135	140,181	18
11,487	12,338	11,774	11,742	13,057						19
447	254	420	334	729						20
33,525	43,237	51,025	36,055	43,805	4,387	2,185	499	5,511	3,431	21
89,691	119,322	338,177	399,291	260,083						22
89,663	32,160	117,803	168,618	54,130	3,176,075	3,049,853	3,268,012	3,365,296	3,123,739	23
2,849	44	7,241	752	2,548	2,991	1,093		8,062	4,412	24
32,297	37,411	36,938	20,130	24,159						25
675	4,722	240	19,610	16,935	1,995	884	1,690	2,378		26
					19,872	10,078	9,331	17,982	10,255	27
3,660	4,614	4,373	4,489	5,045	14,414	15,757	23,065	35,149	32,990	28
614	458	69	543	93	6	185	292	41		29
										30
										31
										32
										33
										34
										35



# Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
13,304	6,905	17,490	7,217	12,537	91,536	62,375	104,217	83,699	64,416	1
267,117	239,378	198,963	143,811	147,792	321,225	313,569	343,244	360,290	381,125	2
					2,491	1,007	350	18	73	3
	300	544	11,253	198						4
769	496	696	120	214	135,867	106,126	109,563	70,682	69,219	5
1,648	1,115	1,047	1,254	1,053	40,371	48,459	156,419	100,600	73,185	6
571	1,292	547	3,659	805	405,524	533,824	773,780	636,881	455,963	7
										8
					4,859	3,195	14,299	4,788	7,305	9
5,123	5,163	6,042	7,907	7,577	33,690	1,132	4,015	964	1,866	10
3,704	3,724	2,080	3,562	3,834	10,797	40,917	42,283	37,980	57,157	11
4,233	4,769	4,150	5,388	4,319	712	252	28	321	870	12
										13
7,464	6,509	6,346	8,016	9,651	1,382	1,211	1,176	1,902	1,471	14
252,879	275,340	242,963	237,584	223,853						15
6,370	7,399	8,576	7,067	7,574	15	35	8			16
										17
10,160	9,558	9,207	9,912	8,509						18
		982		135						19
										20
8,681	10,894	15,836	12,816	11,687						21
				229						22
4,819	5,188	5,715	7,416	7,476	110,835	140,639	179,425	254,694	290,966	23
64	955	7,532	48,075	52,865						24
261	328	304	158	201	1,098,992	1,006,291	1,750,768	1,658,467	1,816,725	25
										26
764			319		9,151	933	460	100	7	27
16,615	7,512	10,303	16,932	9,356						28
			2	52	2	146	310	607	268	29
319	230	307	1,112	947	125,015	112,547	130,838	126,518	123,716	30
										31
529	65	131	205	134	663	118	260	54	470	32
276	2,648	1,148	435	169	752,821	2,069,874	1,745,140	1,254,586	870,378	33
34,764	29,132	40,454	39,810	32,165	56,139	49,665	43,555	40,458	48,390	34
										35
									15,306	36
										37
4,515	1,940	3,018	4,866	2,765						38
										39
192	249	477	392	106						40
										41
16,727	11,626	11,911	13,601	11,877						42



No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$	cts.	\$	\$	cts.
1	Fish— <i>Continued.</i>						
	Anchovies and sardines, in quarter boxes measuring not more than 4½ inches long, 3½ inches wide, 1¼ inches deep. . . . . boxes.	668,601	44,306	13,372 02	891,651	60,676	17,833 02
2	Anchovies and sardines, imported in any other form . . . . .		2,081	624 30		1,983	594 90
3	Fish preserved in oil, except anchovies and sardines . . . . .		1,225	367 50		1,516	454 80
4	Fish, all other, fresh. . . . . lbs.	70,893	3,983	354 08	32,074	1,922	160 47
5	do do . . . . . "					*3	
6	Fish, pickled. . . . . "	1,274	81	12 74	4,302	100	43 02
7	do do . . . . . "	*29,220	1,452		232,875	12,801	
8	Fish, prepared or preserved, and N.E.S. . . . . lbs.	51,901	7,564	1,891 02	110,992	12,851	3,213 96
9	Fish, fresh, not specially enumerated or provided for. . . . . lbs.	10,284	975	195 00	8,027	759	151 80
10	Packages containing oysters or other fish, N.O.P. . . . .		15,306	3,832 94		14,952	3,745 95
11	do do . . . . .		*2,508				
12	Other articles, the produce of fisheries, not specially provided for. . . . .		1,224	244 71		1,494	298 80
	Total fish and products of . . . . .		1,132,314	71,596 33		1,003,505	73,727 60
	Flax, hemp and jute and manufactures of, viz. :						
13	Carpeting, matting and mats of hemp . . . . .		72,447	18,120 40		88,127	22,070 95
14	Carpet linings and stair pads . . . . .		1,540	385 00		2,271	567 75
15	Canvas, jute canvas not less than 58 inches wide for manufacturers of floor oil cloths . . . . . yds.	184,121	16,180		360,639	29,389	
16	Canvas for manufacture of floor oil cloth not less than 45 inches wide and not pressed or calendered. . . . . "	84,123	8,204		33,017	3,072	
17	Canvas of flax or hemp when to be used for boats' and ships' sails. . . . .		7,817	390 85		7,999	399 95
18	Sail twine, when to be used for boats' and ships' sails. . . . . lbs.	16,009	3,234	161 70	12,889	2,479	123 95
19	Damask of linen or of cotton and linen, bleached, unbleached or coloured . . . . . yds.	1,082,786	255,030	63,766 90	1,713,377	314,795	78,705 05
20	Fibre, scutched. . . . .						
21	Fibre, hackled . . . . . lbs.				38	11	0 76
22	Flax . . . . .						
23	Tow of, scutched or green. . . . . lbs.	2,810	84	14 05	2,550	112	12 76
24	Handkerchiefs, plain or printed, in the piece or otherwise . . . . .		121,311	30,332 96		140,235	35,058 97
25	Hemp, undressed. . . . . cwt.	172,027	877,989		198,800	1,150,134	
26	Jute butts and jute . . . . . "	10,288	24,875		6,031	9,583	
27	Jute cloth as taken from the loom, neither pressed, mangled, calendered, nor in any way finished, and not less than 40 inches wide, when imported by manufacturers of jute bags for use in their own factories. . . . . yds.	6,416,723	300,971		7,961,888	355,382	

\* From Newfoundland.

# Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
47,908	56,398	49,739	46,331	63,271						1
1,421	2,628	1,708	1,999	1,951						2
1,276	1,026	1,398	1,267	2,919						3.
456	355	1,346	3,983	1,925	603,663	577,745	608,797	687,980	787,364	4
5,740	2,885	1,932	1,533	13,421	16,858	8,503	10,770	7,754	12,825	5
5,895	4,310	4,527	7,684	13,260						6
248	301	388	975	773						7
17,832	17,656	14,196	21,231	15,632						8
638	982	1,343	1,224	1,494	19,474	2,354	6,195	10,622	5,007	9
996,703	961,978	1,229,632	1,329,538	1,080,153	7,061,822	8,160,952	9,328,789	8,774,384	8,258,901	10
93,314	77,282	73,371	72,329	90,835						11
		2,508	1,540	2,271						12
12,454	25,576	26,695	16,180	29,389						13
1,906	7,559	6,955	8,204	3,072						14
11,384	10,739	10,413	8,196	7,755						15
2,481	2,859	2,661	3,234	2,479						16
211,697	224,695	230,248	255,333	314,598						17
178	65			11						18
507	354	616	84	112	121,807	175,563	181,386	112,360	124,082	19
108,066	104,247	111,958	122,419	139,960		95,698	99,299	114,653	117,143	20
1,214,088	774,587	864,597	877,989	1,150,134	24,407	26,568	123		7,330	21
9,701	58,931	29,028	24,875	9,583						22
283,205	175,389	330,081	300,971	355,254						23
										24
										25
										26
										27

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$	cts.	\$	\$	cts.
1	Flax, hemp and jute, and manufactures of— <i>Concluded</i> :— Jute rove for manufacture of binder twine				5,792	579	20
2	Jute yarn, plain, dyed or coloured, when imported by manufacturers of carpets, rugs and mats, and of jute webbing or jute cloth, for use in their own factories. lbs.	121,019	8,722		248,133	15,562	
3	Linens, brown or bleached. yds.	1,196,833	103,857	20,771 40	1,202,577	95,645	19,129 15
4	Linen duck, canvas, diapers, huckabacks, or other manufacturers of flax, N.E.S.		433,898	86,780 90		453,763	90,756 45
5	Linen clothing, N.E.S.		3,411	1,193 85		4,689	1,549 05
6	Linen thread. lbs.	298,782	153,839	30,767 80	305,436	156,200	31,252 20
7	Sheetings, Russia, and other, of flax or hemp. yds.	4,932	618	123 60	3,119	243	48 60
8	Shirts of linen. doz.	630	5,752	2,360 50	769	7,397	2,988 29
9	Tapestry, jute		11,767	2,930 55		14,335	3,583 79
10	Towels		193,023	48,255 75		182,780	45,694 75
11	Yarn, singles, flax and hemp lbs.				16,240	701	140 20
12	do do jute. "	82,366	5,101	1,020 20	1,000	106	21 20
13	Other manufactures of jute, N.E.S.		173,322	34,664 48		141,303	28,268 75
	Total flax, hemp and jute, &c.		2,782,992	342,040 89		3,182,105	360,951 77
14	Fruits, dried, including nuts, viz:— Dried apples. lbs.	177,871	11,156	3,557 51	16,623	1,337	332 46
15	Currants. "	6,070,976	223,837	60,709 76	5,363,030	198,097	53,630 31
16	Dates. "	1,056,045	34,875	10,560 45	953,798	29,412	9,537 69
17	Figs. "	884,249	48,061	8,842 49	922,792	47,812	9,227 92
18	Prunes and plums. "	1,795,748	69,539	17,957 48	1,259,291	66,229	12,592 97
19	Raisins. "	9,057,084	329,311	123,501 94	9,541,124	311,409	126,553 21
20	All other, N.E.S. "	789,436	63,991	7,894 36	344,536	39,040	3,445 36
21	Almonds, shelled. "	140,249	26,325	7,012 45	136,891	24,991	6,844 55
22	do not shelled. "	482,527	37,646	14,475 82	376,331	32,847	11,289 93
23	Filberts and walnuts. "	1,055,846	66,088	31,675 40	1,254,539	81,257	37,636 17
24	All other nuts, N.E.S. "	1,810,538	85,364	54,326 12	1,762,139	81,110	52,864 30
	Total fruits, dried. "	23,320,569	996,193	340,513 78	21,931,094	913,541	323,954 87
25	Fruits, green:— Apples. brls.	34,381	80,367	13,753 42	11,146	35,165	4,460 96
26	Bananas. bunches.	288,865	298,080		430,240	437,181	
27	Blackberries, gooseberries, raspberries and strawberries, N.E.S. lbs.	319,412	33,463	9,583 67	312,541	32,923	9,375 95
28	Cherries. qts.	54,395	11,997	543 95	53,850	11,464	538 80
29	Cranberries. bush.	19,476	41,735	5,846 59	12,103	29,363	3,630 89
30	Currants. qts.	14,643	680	146 43	437	35	4 37
31	Grapes. lbs.	1,142,785	67,975	22,855 79	995,670	70,207	19,915 24
32	Guavas, mangoes, plantains, pomegranates and shaddock.		509			720	
33	Olives.		75,233				

# Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
				4,965						1
7,497	10,278	8,043	8,722	15,562						2
99,322	76,227	94,259	103,725	95,259						3
418,068	426,345	394,980	438,594	450,863						4
2,766	2,375	2,674	3,685	4,689						5
177,919	171,337	155,725	153,817	155,919						6
580	826	270	618	243						7
5,631	8,239	5,330	5,758	7,397						8
4,850	10,319	10,798	11,767	14,335						9
207,664	151,174	166,474	194,347	184,045						10
.....	331	729	.....	701						11
2,121	3,464	6,188	5,863	106						12
142,278	158,398	166,649	174,403	141,435						13
3,017,677	2,481,596	2,701,250	2,792,653	3,180,972	146,214	297,829	280,808	227,013	248,555	
8,139	7,668	11,516	11,766	1,522	4,113	4,930	49,029	14,644	20,813	14
236,727	159,370	212,990	235,710	198,594						15
25,786	38,239	33,649	35,175	28,576						16
54,104	55,693	83,452	47,713	47,543						17
66,807	89,008	107,591	70,168	65,675						18
378,233	405,640	446,637	331,198	312,148						19
31,219	43,600	50,445	64,077	38,954	2,271	2,703	9,913	5,356	2,734	20
12,339	20,348	22,712	30,424	23,988						21
40,431	33,939	30,539	40,270	29,834						22
54,638	63,880	80,656	68,714	82,421						23
68,779	76,053	78,269	86,091	82,607		39	5	42	78	24
977,202	993,438	1,158,456	1,021,306	911,862	6,384	7,722	58,947	20,042	203,625	
121,782	243,336	55,840	80,936	35,165	1,528,449	993,163	1,390,436	1,445,452	2,731,254	25
177,198	271,445	324,790	298,080	437,181						26
.....	23,692	34,280	33,463	32,923	75,754	36,192	64,849	93,398	97,119	27
9,333	9,037	12,369	11,997	11,464						28
.....	229	26,905	41,735	29,363						29
363	492	83	680	35						30
62,130	79,008	79,452	67,975	70,207						31
6,673	5,122	567	509	720						32
10	7	13	75,253							33

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.						
		1892.			1893.			
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.	
		\$	\$	cts.		\$	\$	cts.
1	Fruits, green— <i>Continued.</i>							
	Oranges and lemons, in boxes of capacity not exceeding 2½ cubic feet. . . . . boxes.	213,453	514,445	53,364 15	198,261	459,740	49,568 03	
2	Oranges and lemons, in ½ boxes of capacity not exceeding 1½ cubic feet. . . . . boxes.	13,727	19,353	1,785 55	13,980	21,126	1,817 54	
3	Oranges and lemons, in cases or other packages. . . . . c. feet holding capacity.	104,459	77,436	10,446 27	88,996	61,462	8,899 92	
4	Oranges and lemons, in bulk. No.	54,380	680	86 91	50,118	580	90 30	
5	Oranges and lemons, in barrels, not exceeding the capacity of flour barrels. . . . . brls.	3,768	14,539	2,071 45	3,353	12,455	1,844 16	
6	Peaches, N.O.P. . . . . lbs.	2,149,976	80,768	21,499 79	1,091,365	61,982	10,913 65	
7	Pineapples. . . . . No.	515,689	54,282		610,031	67,998		
8	Plums. . . . . bush.	10,271	24,184	3,085 28	5,715	20,286	1,715 87	
9	Quinces. . . . . "	907	1,287	272 93	669	1,274	200 75	
10	Wild blueberries and strawberries. . . . . lbs.	2,111	137		21,798	2,781		
11	All other, N.E.S. . . . .		75,191	15,039 31		65,364	13,074 95	
	Total green fruit. . . . .		1,472,361	160,381 49		1,392,106	126,051 38	
	Fruits, canned or preserved, jellies, jams, &c. :—							
12	Fruits in air-tight cans or packages, weighing not over 1 lb. . . . . lbs.	206,954	11,919	6,208 66	121,595	6,622	3,649 21	
13	Fruits in air-tight cans or packages, weighing over 1 lb. . . . . lbs.	278,441	14,929	8,361 02	224,132	12,746	6,821 39	
14	Fruit, rind or peel of citrons, lemons and oranges, in brine. . . . .		80			5,039		
15	Fruits preserved in brandy or other spirits. . . . . galls.	423	1,560	803 98	286	1,115	551 68	
16	Ginger, preserved. . . . . lbs.	15,578	2,089	731 15	18,130	2,328	814 80	
17	Jellies, jams and preserves, N.E.S. . . . . lbs.	391,226	37,574	19,561 32	380,674	34,069	19,037 77	
	Total fruits, canned, preserved, &c. . . . .		68,151	35,666 13		61,919	30,874 85	
18	Fuller's earth. . . . . cwt.	2,147	2,453		2,152	3,113		
	Furs and skins and manufactures of :							
19	Fur skins wholly or partially dressed. . . . .		592,744	88,914 60		631,821	94,773 15	
20	Furs and skins undressed, the produce of fish or other marine animals. . . . .		7,494			11,321		
21	Fur skins of all kinds, not dressed in any manner, N.E.S. . . . .		649,257			785,433		
22	Caps, hats, muffs, &c., and other manufactures of furs. . . . .		86,662	21,666 95		91,986	22,999 62	
	Total furs. . . . .		1,336,157	110,581 55		1,520,561	117,772 77	

## Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
358,523	500,033	547,864	621,217	674,663						1
6,721	15,274	27,262	19,366	49,072						2
127,756 886	120,467 986	115,783 731	89,216 680	61,462 580						3 4
20,277	21,724	18,109	14,539	12,455						5
138,270	107,639	32,039	80,768	61,982						6
42,609	53,145	69,873	54,282	67,998						7
18,431	24,581	21,219	24,184	20,286						8
1,537	1,882	1,295	1,287	1,274						9
99,486	48,707	1,995	137	2,781						10
50,397	66,580	43,332	75,223	65,364	13,401	33,906	126,174	120,658	113,763	11
1,242,382	1,593,386	1,413,801	1,591,527	1,634,975	1,617,604	1,063,261	1,581,459	1,659,508	2,942,136	
9,777	5,150	10,135	13,406	5,949	14,083	30,851	30,772	62,140	47,065	12
13,561	17,108	11,489	16,359	11,937						13
1,670	2,814	41	80	5,039						14
264	939	2,539	2,117	1,332						15
.....	20	1,222	2,113	2,532						16
31,209	36,498	48,396	38,567	34,209						17
56,481	62,529	73,822	72,642	60,998	14,083	30,851	30,772	62,140	47,065	
332	1,060	4,511	2,453	3,113						18
654,953	584,202	477,954	604,794	647,161	33,774	35,852	84,188	31,669	31,120	19
7,336	47,819	3,487	7,494	11,321	212,374	318,635	536,049	1,115,968	605,752	20
516,525	396,178	485,927	649,257	785,433	1,812,428	1,562,105	1,395,821	1,542,856	1,481,168	21
102,579	98,299	99,114	88,961	89,127	8,520	12,460	11,773	17,542	9,327	22
1,281,393	1,126,498	1,066,482	1,350,506	1,533,042	2,067,096	1,929,052	2,027,831	2,708,035	2,127,367	

No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		§	§ cts.		§	§ cts.	
1	Glass and manufactures of: (exports)						
2	Bent glass for the manufactures of show-cases						
3	Crystal and decorated glass table-ware made expressly for mounting with silver-plated trimmings, when imported by manufacturers of plated ware		7,837	1,567 40		12,193	2,438 60
4	Glass carboys and demijohns, empty or filled bottles and decanters, flasks and phials, of less capacity than eight ounces		129,697	38,913 40		158,794	47,647 38
5	Flasks and phials, of eight ounces capacity and over, telegraph and lightning rod insulators, jars and glass balls, and cut, pressed and moulded table ware... doz. pieces	252,177	154,938	59,097 90	252,194	147,964	57,001 38
6	Lamp, gas-light and electric-light shades, lamps and lamp chimneys, side lights and head lights, globes for lanterns, lamps, electric-lights and gas lights, N.E.S.		223,213	66,950 79		210,280	63,089 00
7	Ornamental, figured and enamelled coloured glass		9,136	2,284 00		7,816	1,954 00
8	Painted and vitrified glass, figured, enamelled and obscured white glass, and rough rolled-plate glass... sq. ft.	235,631	11,746	2,936 50	326,636	17,176	4,294 00
9	Common and colourless window glass, and plain coloured, stained or tinted or muffled glass in sheets... sq. ft.	14,768,668	392,457	78,491 38	18,361,359	381,422	76,280 90
10	Coloured glass, not figured, painted, enamelled or engraved... sq. ft.	9,095	1,204	361 20	25,019	1,981	594 30
11	Plate glass, not coloured, in panes not over 30 sq. ft. ... sq. ft.	163,517	50,654	9,810 99	182,344	48,108	10,940 68
12	Plate glass, not coloured, in panes, not over 30 sq. ft., bevelled... sq. ft.				168	129	13 44
13	Plate glass, not coloured, in panes, over 30 and not over 70 sq. ft. sq. ft.	202,939	67,902	16,235 19	195,393	56,477	15,631 55
14	Plate glass, not coloured, in panes, over 30 and not over 70 sq. ft., bevelled... sq. ft.	49	31	3 92	22	27	1 76
15	Plate glass, not coloured, in panes, over 70 sq. ft. ... sq. ft.	251,383	81,021	22,624 56	263,541	77,406	23,718 70
16	Plate glass, not coloured, in panes, over 70 sq. ft., bevelled... sq. ft.	215	160	19 35			
17	Silvered glass		8,319	2,495 70		6,275	1,882 50
18	Silvered glass, bevelling		2,181	763 26		1,199	419 47
19	Stained glass windows		2,415	724 50		1,998	599 40
20	Porcelain shades, imitation and coloured glass shades, not figured, painted, enamelled or engraved		12,591	2,518 24		7,559	1,511 80
21	All other glass and manufactures of glass, not otherwise provided for, including bent plate glass		102,356	20,472 45		82,739	16,547 55
Total glass, &c.			1,257,858	326,270 73		1,219,543	324,566 41

## Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
					6,485	18,520	6,992	6,975	7,549	1
2,355	2,125									2
		11,028	7,837	12,193						3
141,970	125,189	135,309	131,861	157,710						4
222,543	170,236	168,895	154,488	146,908						5
189,668	215,472	218,133	225,023	222,349		1,804	1,383	4,575	1,353	6
7,778	13,112	8,733	9,066	7,816						7
15,212	13,361	11,414	13,152	16,348						8
291,251	319,855	349,738	402,507	386,480						9
3,431	11,633	761	1,204	1,981						10
73,127	69,927	55,104	50,187	55,451						11
		1,814		129						12
53,994	80,876	73,607	78,084	48,471						13
			31	27						14
77,031	79,491	82,045	97,110	67,558						15
15,696	16,959	2,217	160							16
		7,876	8,131	6,188						17
		4,672	2,112	1,283						18
		6,947	2,415	1,998						19
10,404	8,730	10,048	12,205	7,577						20
88,733	124,747	111,091	102,637	88,425						21
1,193,193	1,251,713	1,259,432	1,298,210	1,228,892	6,485	20,324	8,375	11,550	8,902	



No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
			\$	\$ cts.		\$	\$ cts.
1	Gloves and mitts of all kinds		680,221	238,078 37		700,587	245,201 58
	Glue, glue stock and mucilage:—						
2	Glue sheet, broken sheet or ground..... lbs.	1,139,571	93,358	34,187 10	1,187,392	98,837	35,623 53
3	Glue liquid.....		3,825	1,151 00		7,874	2,362 05
4	do stock.....						
5	do fish.....		144			4,254	
6	Fish skins and fish offal imported by manufacturers of glue for use in their own factories		1,956			16,038	
7	Mucilage.....		5,339	1,603 30		5,207	1,562 34
	Total, glue, glue stock and mucilage..... lbs.		104,622	36,941 40		132,210	39,547 92
	Grasses and fibres, and manufactures of, N.E.S.:—						
8	Grasses, fancy, dried but not coloured or otherwise manufactured		165			88	
9	Grass, sea, sea weed and kelp. cwt.	238	1,470		194	1,161	
10	do esparto or Spanish grass, and other grasses and pulp of, for the manufacture of paper. cwt.	38	128				
11	Grass, manilla..... "	816	6,129				
12	Fibre ware, indurated fibre ware, vulcanized fibre ware and all articles of like material.....		7,260	2,182 95		7,462	2,242 30
13	Fibre, Mexican, istle or tam-pico..... cwt.	4,001	12,086		3,716	24,372	
14	Fibre, vegetable, for manufacturing purposes..... cwt.	26,234	25,334		4,328	21,513	
15	Fibre, vegetable, not produced by any mechanical process.... cwt.	597	4,611		324	2,087	
16	Moss, sea weed and all other vegetable substances used for beds and mattresses, in their natural state or only cleaned.....						
17	Moss, Iceland and other mosses and sea weed, crude..... lbs.	602,939	37,215		569,752	35,101	
18	Palm leaf, grass, &c., and manufactures of.....		1,447			235	47 00
19	Palm leaf, unmanufactured.....		24	4 80		956	
20	Straw..... tons.	6	6,641	1,328 20		7,015	1,403 00
21	do manufactured of, N.O.P.....						
	Total grasses, fibres, &c.....		102,510	3,515 95		99,990	3,692 30
22	Grease, axle..... lbs.	281,957	10,874	2,819 57	288,590	10,954	2,885 90
	do foot grease the refuse of cotton seed after the oil has been pressed out, but not when treated with alkalies..... cwt.	34	60		4	28	
23	Grease, brown wool, "degras" and oleostearine, imported by manufacturers of leather for use in the manufacture of leather in their own factories..... lbs.		3,344		868,574	45,086	

# Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
637,191	702,047	660,674	681,016	701,686						1
89,788	88,515	78,453	96,589	104,080						2
	376	3,059	3,825	7,874						3
			144	4,254		7,506	3,647	3,879	3,001	4
										5
2,282	2,638	45,092	1,956	16,038						6
4,605	4,278	5,287	5,339	5,207						7
96,675	95,807	131,891	107,853	137,453		7,506	3,647	3,879	3,001	
189	1,718	849	165	88						8
36	1,482	2,198	1,470	1,161						9
276	122	81	128							10
			6,129							11
	4,036	5,661	7,260	7,462						12
15,594	16,324	18,861	12,086	24,372						13
20,412	17,841	20,147	25,334	21,513						14
2,065	2,064	1,669	4,611	2,087						15
30,194	15,369									16
7,787	23,021	29,148	37,215	35,101						17
2,181	503	481		235						18
608	944	1,460	1,447	956						19
26	84	6	24		19,952	24,231	21,106	14,323	26,056	20
4,671	6,722	35,694	6,476	4,870						21
84,089	90,230	116,255	102,345	97,845	19,952	24,231	21,106	14,323	26,056	
14,837	14,820	10,710	11,448	10,531						22
500	612	553	60	28						23
			2,430	44,535						24

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$ cts.		\$	\$ cts.	
1	Grease, rough, the refuse of animal fat for the manufacture of soap only..... lbs.	4,842,055	209,883		3,397,682	183,492	
2	Gunpowder and other explosives:—						
	Gun, rifle and sporting powder, in kegs, $\frac{1}{2}$ kegs, $\frac{1}{4}$ kegs, &c. . . . . lbs.	77,956	18,278	3,897 83	84,262	16,502 4,213 32	
3	Cannon and musket powder in kegs and barrels . . . . . lbs.				3,855	378 155 80	
4	Cannister powder, in pound and half pound tins . . . . . lbs.	11,460	7,968	1,719 08	10,433	7,109 1,565 03	
5	Blasting and mining powder. lbs.	119,102	8,905	3,572 96	215,991	16,245 6,479 73	
6	Giant powder, dualin, dynamite and other explosives in which nitro-glycerine is a constituent part . . . . . lbs.	41,143	8,450	3,747 15	30,539	4,975 2,520 93	
7	Nitro-glycerine . . . . . lbs.	3,064	503	407 00	700	119 .93 80	
8	Fuses. . . . .		13,051	2,610 20		13,566 2,714 20	
9	Gun, rifle and pistol cartridges and cartridge cases . . . . .		61,305	21,447 90		69,640 24,377 00	
10	Gun wads and percussion caps . . . . .		17,711	6,198 85		14,494 5,073 45	
	Total, gunpowder and explosives . . . . .		136,171	43,600 97		143,028 47,193 26	
11	Gut, cat and whip, gut unmanufactured, gut and worm gut manufactured or unmanufactured for whip and other cord . . . . .		1,097			2,382	
12	Gut, cat gut strings or gut cord for musical instruments . . . . .		8,562			8,861	
	Total, gut . . . . .		9,659			11,243	
13	Gutta percha and India-rubber, and manufactures of . . . . .						
	Gutta percha and India-rubber unmanufactured, and caoutchouc unmanufactured. . . . . lbs.	932,829	257,702		608,997	223,904	
14	Boots and shoes with tops or uppers of cloth or of material other than rubber . . . . .		32,803	11,474 05		20,470 7,162 50	
15	Boots and shoes, N.E.S. . . . .		161,184	40,304 19		148,625 37,160 43	
16	Belting . . . . . lbs.	40,682	12,085	3,845 93	44,160	13,184 4,189 78	
17	Clothing, or clothing made waterproof with India-rubber, N.E.S. . . . .		260,161	91,056 52		285,476 99,919 16	
18	Clothing, India-rubber surfaced waterproof. . . . . lbs.	4,860	5,070	1,755 55	14,854	14,428 5,092 59	
19	Fillets of cotton and rubber, not exceeding 7 inches wide, when imported by and for the use of manufacturers of card clothing. . . . .		1,300			2,184	
20	Hose, including cotton or linen, lined with rubber . . . . . lbs.	60,767	26,117	6,956 01	58,009	24,192 6,533 10	
21	India-rubber vulcanized handles for knives and forks . . . . .					16 1 63	
22	Packing, mats and matting. . . . . lbs.	44,264	14,436	4,378 84	34,795	12,111 3,556 83	

# Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
173,405	154,855	89,873	208,911	183,492	3,956	3,268	5,535	3,294	3,462	1
						19,506	66,742	61,763	58,613	
11,280	7,639	10,184	18,783	18,251						2
998				378						3
4,165	3,031	2,149	8,275	7,795						4
13,592	12,295	10,112	8,905	16,245						5
6,275	15,090	8,132	8,450	4,975						6
	145	189	503	119						7
10,071	13,632	12,939	16,927	11,565						8
48,634	60,424	51,339	61,281	69,968						9
11,716	11,336	15,984	18,583	13,696						10
106,731	123,592	111,028	141,707	142,992		19,506	66,742	61,763	58,613	
1,273	1,107	853	1,097	2,382						11
6,988	9,250	9,256	8,562	8,861						12
8,261	10,357	10,109	9,659	11,243						
					2,732	11,034	18,527	21,628	24,314	
671,110	536,386	741,648	257,702	223,904						13
215,336		23,144	27,108	19,706						14
		241,311	137,170	147,695						15
22,963	18,195	16,282	12,085	13,267						16
293,275	374,879	379,276	259,843	285,929						17
		9,696	5,070	14,365						18
1,194	2,563	1,634	1,300	2,184						19
27,958	25,127	31,196	26,175	24,192						20
				16						21
11,346	18,867	13,896	14,545	12,255						22

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ENTERED FOR HOME CONSUMPTION.							
ARTICLES.		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
			\$	% cts.		\$	% cts.
1	Gutta percha and India-rubber— <i>Con.</i>						
2	Rubber, crude..... lbs.	1,167,529	451,103	.....	1,543,858	609,619	.....
3	do recovered, and rubber substitute..... lbs.	106,080	21,826	.....	195,281	28,590	.....
4	Rubber thread elastic, for the manufacture of elastic webbing when imported by the manufacturers of elastic rubber webbing, to be used for that purpose only in their own factories. (O.C.) lbs.	15	26	.....	31,920	14,704	.....
5	Sheeting..... "	814	334	92 60	275	102	26 45
	All other, not otherwise provided for.....		172,443	43,111 23		178,086	44,527 96
	Total, gutta percha and India-rubber.....		1,416,590	202,974 92		1,575,691	208,170 43
6	Hair and manufactures of, not otherwise provided for:—						
	Cleaned or uncleaned, but not curled or otherwise manufactured..... lbs.	210,106	24,111	.....	210,683	33,262	.....
7	Braids, chains or cords.....		337	101 10		32	9 60
8	Curled hair..... lbs.	48,808	11,151	2,230 20	61,547	14,557	2,911 40
9	Hair cloth of all kinds.....		12,625	3,787 50		12,728	3,818 40
10	Other manufactures of, N.E.S.....		7,404	1,480 80		6,299	1,261 10
	Total, hair and manufactures of.....		55,628	7,599 60		66,878	8,000 50
11	Hats, caps and bonnets, viz.:—						
12	Caplins, unfinished Leghorn hats.....		19	3 85		82	16 40
13	Hatters' bands, bindings, tips and sides and lining, both tips and sides when imported by hat and cap manufacturers only for use in the manufacture of hats and caps. (O.C.).....		27,170	.....		30,659	.....
14	Hatters' furs, not in the skin.....		10,361	.....		12,501	.....
15	Beaver, silk or felt.....		795,098	238,529 74		795,132	238,539 62
16	Buckram for hat and bonnet shapes..... yds.	8,326	1,127	.....	2,794	402	.....
17	Hatters' plush of silk or cotton.....		3,912	.....		1,266	.....
18	Plaits, straw, Tuscan and grass. lbs.	224,061	41,150	.....	313,390	49,263	.....
19	Straw, grass, chip or other like material, N.E.S.....		226,316	67,893 75		283,779	85,133 70
20	Manilla hoods.....		383	76 60		392	78 40
	All other, N.E.S.....		198,300	59,490 14		241,729	72,518 35
	Total, hats caps and bonnets.....		1,303,836	365,994 08		1,415,205	396,286 47
21	Hay..... tons.	1,153	8,447	1,688 05	1,494	14,151	2,829 25
22	Hides, raw, whether dry, salted or pickled, skins undressed, dried, salted or pickled, and tails undressed.....		1,794,932	.....		1,947,886	.....
23	Hoofs, horns and tips.....		4,838	.....		7,065	.....

## Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
62,299	36,892	48,542	451,103	609,619						1
28,698	11,506	823	21,826	28,590						2
		8,416	26	14,704						3
	198	175	334	102						4
272,807	272,984	180,497	172,636	178,493						5
1,606,993	1,538,908	1,592,395	1,388,878	1,575,021	2,732	11,034	18,527	21,628	24,314	
32,941	34,312	27,959	24,111	33,262		20,838	23,754	24,769	34,905	6
288	123	583	337	32						7
13,593	14,521	18,849	11,151	14,557						8
10,309	16,325	11,887	12,608	12,728						9
7,337	8,236	7,426	7,404	6,382						10
64,468	73,517	66,704	55,611	66,961		20,838	23,754	24,769	34,905	
			19	82						11
19,581	19,985	18,006	27,170	30,659						12
5,996	6,722	9,294	10,361	12,501						13
768,514	782,124	816,925	792,663	793,955						14
1,099	417	1,742	1,127	402						15
4,317	3,738	5,577	3,912	1,266						16
30,682	29,736	43,771	41,150	49,263						17
361,901	304,760	280,266	225,633	284,158						18
278		101	383	392						19
167,772	142,551	191,008	198,075	241,776	7,685	497	820	1,580	1,415	20
1,360,140	1,290,033	1,366,690	1,300,493	1,414,454	7,685	497	820	1,580	1,415	
6,925	28,186	1,959	8,447	14,151	934,082	1,068,554	559,489	800,533	1,452,872	21
1,587,953	1,703,093	2,004,449	1,794,932	1,947,886	467,621	510,109	493,814	483,240	406,162	22
5,174	6,658	3,984	4,838	7,065						23

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ENTERED FOR HOME CONSUMPTION.						
ARTICLES.	1892.			1893.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$ cts.		\$	\$ cts.
1	Horn strips used in making corsets.....		4,805		5,959	
2	Honey, in the comb or otherwise, and imitations and adulterations thereof..... lbs.	28,699	3,751	861 04	15,112	2,101 453 38
3	Hops.....	790,626	208,808	47,437 66	559,289	163,374 33,557 46
4	Horse clothing, shaped, N.O.P.....		4,952	1,487 35		2,736 820 80
5	Ice.....		4,104			3,699
6	Ink, writing.....		34,349	8,587 38		34,085 8,520 42
7	do printing.....		50,951	10,190 38		52,981 10,596 55
	Total, ink.....		85,300	18,777 76		87,066 19,116 97
8	Iron sand or globules and dry putty for polishing granite..... cwt.	221	903	180 60	501	1,790 358 00
9	Ivory, manufactures of, N.O.P.....		901	180 20		2,586 517 20
10	do unmanufactured..... lbs.	3,112	13,407		3,856	10,092
11	do veneer, sawn only.....		13,569			32,026
	Total, ivory.....		37,877	180 20		44,704 517 20
12	Jet, manufactures of.....		53	10 60		33 6 60
13	Jewellery of gold, silver or other metal, or imitations of.....		288,584	57,717 29		251,537 50,309 66
14	Junk, old, or oakum..... cwt.	28,041	50,177		17,143	48,143
	Leather and manufactures of:—					
15	Sole and upper.....					
16	Belting leather..... lbs.	143,528	60,990	10,235 55	179,860	60,172 9,093 05
17	Calf, kid, lamb and sheep skins, tanned, but not dressed, waxed or glazed..... lbs.	52,873	29,642	4,446 45	45,891	24,261 3,639 15
18	Calf, kid, lamb and sheep skins, dressed, waxed or glazed... lbs.	166,876	105,343	21,080 27	243,187	129,555 25,910 80
19	Cordova leather, tanned from horsehide, and manufactures of... lbs.				3,364	770 192 50
20	Glove leather, when imported by glove manufacturers for use in their factories in the manufacture of gloves, viz.: Kid, lamb, buck, deer, antelope and water hog, tanned or dressed, coloured or uncoloured..... lbs.	44,869	51,144	5,114 40	74,898	61,622 6,162 20
21	Japanned, patent or enamel led leather..... lbs.	39,720	20,337	5,085 25	53,847	22,588 5,646 75
22	Skins for morocco leather, tanned, but not further manufactured.lbs.	3,477	2,100	315 00	1,958	1,221 183 15
23	Sweat leather, imported by hat manufacturers for use in their factories in the manufacture of hats.....					
24	Sole leather, tanned, but rough or undressed..... lbs.	37,923	4,239	423 90	46,159	6,146 614 60
25	Sole leather, N.E.S.....	565,647	122,852	21,256 01	641,205	133,261 23,194 91
26	Upper leather, not dressed, waxed or glazed..... lbs.	1,610	1,496	224 40	5,189	2,160 324 00

# Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
%	\$	\$	\$	\$	\$	\$	\$	\$	\$	
2,185	3,140	4,707	4,805	5,959						1
4,941	4,650	3,563	3,751	2,207	208	187	264	1,648	2,594	2
207,572	218,623	239,911	209,119	158,693	10,359	185	29,676	5,345	48,369	3
	1,046	4,300	4,952	2,736						4
556	26,698	1,754	4,104	3,699		247,044	261,861	9,796	7,378	5
36,453	29,315	34,126	34,342	34,401						6
44,791	47,184	48,192	52,013	54,229						7
81,244	76,499	82,318	86,355	88,630						
491	501	1,123	903	1,790						8
508	1,349	497	901	2,586						9
6,234	8,859	7,771	13,407	10,092						10
28,024	27,662	24,360	23,569	32,026						11
34,766	37,870	32,628	37,877	44,704						
194	215	68	53	33						12
477,081	444,696	351,311	289,338	251,045						13
60,716	70,149	68,096	50,177	48,143	27,187	27,129	31,975	25,890	36,034	14
56,695	58,767	45,696	59,159	60,271	671,233	729,469	872,026	1,012,184	866,843	15
67,633	75,960	38,320	26,583	25,059						16
109,249	111,714	115,009	104,895	129,219						17
3,273	5,536	3,739		770						18
42,323	38,835	46,645	51,144	58,270						19
9,639	13,266	15,149	20,430	22,588						20
4,463	2,196	5,993	2,100	1,221						21
1,345	1,567									22
8,017	9,984	3,765	4,239	6,146						23
221,684	174,988	105,575	120,446	133,261						24
15,824	6,517	1,155	1,496	2,160						25
										26



No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$ cts.		\$	\$ cts.	
1	Leather and manufactures of— <i>Con.</i> Upper leather, dressed, waxed or glazed . . . . . lbs.	2,577	1,108	221 60	20,118	10,123	2,024 60
2	All other leather and skins tanned, N.E.S. . . . . lbs.	454,471	260,566	52,113 45	514,485	324,599	64,918 45
3	Manufactures of, viz. :— Boots and shoes, all materials, N.E.S. . . . . prs.	248,593	286,347	71,587 89		305,890	76,475 03
4	Harness and saddlery, and parts of		28,479	9,972 22		33,400	11,690 99
5	Leather belting. . . . .		8,304	2,076 00		11,295	2,823 75
6	All other manufactures of leather, not otherwise provided for . . . . .		108,266	27,062 91		105,941	26,488 03
	Total leather and manufactures of . . . . .		1,091,213	231,215 30		1,233,004	259,381 96
7	Leeches . . . . .		161			136	
8	Lime . . . . . brls.	6,132	4,241	850 38	6,879	4,917	983 40
9	Lime juice, crude. . . . . galls.				23,212	5,531	
10	do not sweetened or mixed " . . . . .	175	216	43 20	535	63	12 60
11	Lime and lemon juice . . . . .						
12	Lime juice, fortified with or containing not more than twenty-five per cent of proof spirits . . . . . galls.	63	80	37 80	75	117	45 30
13	Lime juice, sweetened, and fruit syrups, N.O.P . . . . . galls.	1,822	2,268	728 95	1,381	1,796	552 77
14	Lime juice and other fruit juices, N. O. P., non-alcoholic and not sweetened . . . . . galls.	17,589	10,160	1,758 90	11,876	10,640	1,187 71
	Total . . . . .	19,649	12,724	2,568 85	37,079	18,147	1,798 38
15	Machine card clothing . . . . .		17,694	4,422 94		30,240	7,589 39
16	Magic lanterns and slides therefor . . . . .		4,255	1,064 83		4,255	1,064 25
17	Manilla grass ( <i>See</i> under "Grass") . . . . .						
18	Manufactured articles, N.E.S. (exports) . . . . .						
19	Marble and manufactures of :— Blocks from the quarry, in the rough or sawn on two sides only, and not specially shapen, containing 15 cubic feet and over . . . . .		1,764	176 40		1,755	175 50
20	Blocks from the quarry, in the rough or sawn on two sides only, and not specially shapen, containing less than 15 cubic feet. . . . .		524	78 60		872	130 80
21	Slabs sawn on not more than two sides . . . . .		39,012	5,851 58		29,223	4,385 71
22	Blocks and slabs, sawn on more than two sides. . . . .		43,959	10,988 30		46,824	11,705 94
23	Manufactures of, N.E.S . . . . .		20,909	7,316 71		17,503	6,123 26
	Total marble and manufactures of . . . . .		106,168	24,411 59		96,177	22,521 21

# Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.				
Value.					Value.				
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
6,928		2,975	1,108	10,123					
276,239	241,949	165,685	262,380	335,032					
250,288	287,013	255,408	284,996	307,361	110,517	84,422	54,672	76,630	94,297
27,239	30,405	35,984	28,906	33,798	4,968	5,739	7,758	6,785	28,248
19,021	15,970	16,304	8,304	11,295					
107,535	101,546	98,576	108,095	106,637	35,845	68,973	23,129	37,328	19,682
1,227,395	1,176,213	956,038	1,084,281	1,243,211	822,563	888,603	957,585	1,132,927	1,009,070
151	172	170	161	136					
9,363	5,360	4,273	4,241	4,917	131,166	175,184	153,265	124,152	106,105
				5,459					
	1,524	149	193	63					
11,496									
		58	158	156					
	184	2,002	3,299	1,639					
	4,526	10,251	10,102	11,086					
11,496	6,234	12,460	13,752	18,403					
21,299	19,674	19,830	17,694	30,916					
2,869	3,465	3,900	4,255	4,255					
					826,226	281,676	311,368	292,758	498,950
2,885	2,750	3,733	1,764	1,755					
4,365	926	1,449	524	872					
44,833	34,154	40,742	39,012	29,223					
42,681	41,365	43,869	43,959	46,824					
23,646	20,125	17,868	20,744	18,393					
113,410	99,320	107,661	106,003	97,067					

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
	\$	\$ cts.		\$	\$ cts.		
	Metals and minerals, and manufactures of, N.E.S. :—						
	Brass and manufactures of :—						
1	Brass cups, being rough blanks for the manufacture of brass and paper shells and cartridges, when imported by manufacturers of brass and paper shells and cartridges, for use in their own factories, O.C. ....		11,602		11,124		
2	Brass and copper wire, twisted, imported by manufacturers of boots and shoes, for use in their own factories .... cwt.	841	13,548		636	14,818	
3	Drawn tubing and plain and fancy tubing .... feet.	249,247	35,870	3,587 00	213,250	34,346 3,434 60	
4	Bars and bolts .... cwt.	2,100	10,923	1,098 50	739	8,253 825 30	
5	Strips for printers' rules, not finished, and brass in strips or sheets of less than 4 inches in width ....		3,448	517 15		4,961 744 15	
6	Brass, old scrap, and brass in sheets or plates of not less than 4 inches in width ....	4,892	48,773		4,002	42,845	
7	Wire of brass, No. 13 and 14 gauge, flattened and corrugated, &c., imported by manufacturers of boots, shoes and leather belting, O.C. ....				512	181	
8	Wire of brass, round or flat . lbs.	4,223	666			28	
9	Wire .... "	159,026	27,329	4,098 85	120,866	19,983 2,997 48	
10	Wire cloth ....		16,565	3,313 00		17,489 3,500 30	
11	Manufactures of, N.E.S. ....		365,528	109,741 18		355,706 106,717 23	
12	Nails, rivets and burrs. ....		3,519	1,231 65		4,437 1,551 45	
	Total, brass and manufactures of		537,771	123,587 33		514,171 119,770 51	
	Copper and manufactures of :—						
13	Copper ore ....						
14	Fine copper ....						
15	Copper matte or regulus of, and black or coarse copper and copper cement, fine copper therein contained ....						
16	Bars, rods, bolts, ingots and sheathing, not planished or coated . cwt.	15,255	98,547	9,854 74	11,680	122,228 12,222 90	
17	Copper, in sheets and plates of not less than 4 inches in width . cwt.	10,939	161,715		9,289	122,640	
18	Nails, rivets and burrs. ....		1,774	620 90		1,258 440 30	
19	Old and scrap .... cwt.	2,506	10,767	1,076 70	515	3,288 328 80	
20	Oxide of copper, black. ....				90	779	
21	Copper rollers for use in calico printing, O.C. ....		130			668	
22	Copper wire, round or flat . lbs.	13,812	6,337				
23	Pigs .... cwt.	930	4,127	412 70	1,168	13,043 1,304 30	
24	Seamless drawn tubing . feet.	87,450	20,779	2,077 90	148,087	28,405 2,840 50	
25	Sheets or strips of less than 4 inches in width ....		1,421	213 15		2,299 345 15	

# Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
14,283	15,558	23,587	11,602	11,124						1
2,579	7,229	12,490	13,548	14,818						2
26,572	33,731	34,026	35,966	34,250						3
7,008	10,401	7,440	10,923	8,253						4
2,238	2,084	2,932	3,448	4,961						5
40,592	40,558	50,677	48,773	42,845						6
				181						7
44,026	30,508	35	666	28						8
	10,970	38,593	27,329	19,983						9
15,856	12,673	13,718	16,671	17,383						10
386,274	389,311	416,959	366,939	355,888						11
		2,911	3,519	4,437						12
539,428	553,023	603,368	539,384	514,151						
					195,182	111,086	269,169	30,755	3,850	13
					7,602	109,327	171,308	185,848		14
						23,924	64,719		391,969	15
107,801	119,800	148,438	100,323	119,803						16
140,927	137,593	131,304	161,715	122,640						17
		3,662	1,831	1,239						18
2,778	1,179	9,896	10,767	3,288						19
				779						20
231		19,834	130	668						21
106,309	129,492		6,337							22
510	10,342	556	4,127	13,043						23
17,193	17,052	20,145	20,779	28,405						24
		1,635	1,421	2,299						25

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
Metals and minerals, and manufactures of, N.E.S. :—			\$	\$ cts.		\$	\$ cts.
Copper and manufactures of :—							
1	Wire..... lbs.	690,166	109,875	16,481 44	1,050,283	150,350	22,552 54
2	Wire cloth.....		731	146 20		761	152 20
3	All other manufactures of, N.E.S.		21,691	6,507 30		30,774	9,232 45
Total copper and manufactures.			437,894	37,391 03		476,493	49,419 14
Gold and silver and manufactures of Coin and bullion, viz. :—							
4	Gold coin and silver coin, except United States silver coin.....		1,570,870			6,170,048	
5	Gold and silver bullion in bars, blocks and ingots.....		247,660			364,152	
6	Gold bearing quartz, dust or nuggets.....						
7	Gold and silver leaf and Dutch and schlag metal leaf.....		43,465	13,039 50		43,787	13,136 10
8	Laces, knots, stars, embroideries &c., of gold and silver.....		723	216 90		1,156	346 80
9	Manufactures of gold and silver, not otherwise specified.....		62,669	12,534 23		68,726	13,745 70
10	Electro-plated ware and gilt ware of all kinds, N.E.S.....		152,827	45,849 57		181,436	54,442 98
11	Cutlery, plated, namely, knives plated wholly or in part, costing under \$3.50 per dozen..... doz.	531	1,097 690	486 03 138 00	1,221	1,756 1,562	961 63 312 40
12	Medals.....						
13	Silver, rolled.....						
14	Silver coin of United States.....					16	3 20
15	Silver ore.....						
Total, gold and silver, &c.....			2,080,001	72,264 23		6,832,639	82,948 81
Iron and manufactures of, steel and manufactures of, or both combined :—							
Agricultural implements, N.E.S. :—							
16	Binding attachments..... No.				6	77	26 95
17	Drills, grain seed.....	361	12,539	4,395 65	230	8,645	3,025 75
18	Forks, 2 and 3-pronged.....	898	222	100 88	1,828	368	182 40
19	do 4, 5 and 6-pronged.....	362	518	264 44	931	636	281 45
20	Harrows.....	146	2,022	707 70	90	801	280 35
21	Harvesters, self-binding and without binders..... No.	670	65,070	22,774 51	654	64,644	22,625 40
22	Hoes.....	2,345	501	244 80	2,111	460	220 61
23	Knives, hay.....	12	23	7 60	42	24	12 47
24	Mowing machines.....	698	25,205	8,821 75	755	23,398	8,189 30
25	Ploughs, sulky and walking.....	2,033	30,008	10,499 21	1,090	17,429	6,100 14
26	Rakes, garden.....	3,185	633	319 11	2,205	460	225 25
27	Reapers.....	6	333	116 55	3	96	33 60
28	Scythes..... doz.	1,781	8,752	4,277 80	3,360	16,141	8,064 60
29	Spades and shovels and spade and shovel blanks, and iron or steel cut to shape for the same..... doz.	1,683	9,407	4,048 37	1,842	10,111	4,374 14
30	Threshers and seperators..... No.	206	68,481	23,968 35	47	13,812	4,834 20
31	All other agricultural implements and machines, N.E.S. \$		77,679	27,204 45		95,097	33,284 03
Total agricultural implements.....			301,413	107,751 17		252,199	91,760 64

# Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.				
Value.					Value.				
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	38,223	199,643	109,875	150,350					
1,021	562	873	731	761					
28,625	29,758	28,721	21,691	30,818					
405,395	484,001	564,707	439,727	474,093	202,784	244,337	505,196	216,603	395,819
575,251	151,141	1,570,308	1,170,870	6,170,048	1,978,256	2,439,782	946,927	1,809,118	3,824,239
	931,870	240,862	247,660	364,152	623,479	657,022	554,126	316,177	309,459
									247,868
30,727	51,455	33,556	43,465	44,935					
635	618	901	723	1,104					
43,221	40,377	47,465	66,273	69,063					
152,932	167,917	155,906	152,304	181,653					
2,741	1,771	1,176	1,097	1,756					
1,239			690	1,562					
	1,475	2		16					
					168,265	201,615	238,367	193,441	65,406
806,746	1,346,624	2,050,176	2,083,082	6,834,289	2,770,000	3,298,419	1,739,420	2,318,736	4,446,972
200	878	134		77					
4,604	4,021	1,905	13,631	9,846					
390	187	127	222	368					
588	403	884	518	636					
1,391	763	1,349	1,956	779					
3,815	7,574	35,054	61,235	63,624					
1,051	370	436	501	460					
388	207	212	23	24					
7,376	8,781	13,004	26,318	22,121					
60,549	23,291	29,014	34,449	13,733	321,391	367,234	252,620	403,957	462,503
567	674	865	633	460					
153		359	333	96					
8,895	6,731	8,442	8,888	15,412					
14,199	10,317	9,795	9,407	11,538					
27,877	17,150	24,246	69,410	14,868					
77,419	74,114	78,898	80,274	95,054					
209,462	155,461	204,724	307,798	249,146	321,391	367,234	252,620	403,957	462,503

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## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.						
		1892.			1893.			
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.	
	\$	\$	cts.		\$	\$	cts.	
Metals and minerals, and manufactures of, N.E.S. :—								
Iron and manufactures of, steel and manufactures of, or both combined :—								
1	Anchors .....	cwt.	6,487	16,000		4,608	15,523	
2	Axles, car, iron or steel, parts thereof, axle bars, axle blanks or forgings for axles, and car springs of all kinds, and all other springs not elsewhere specified, without reference to the stage of manufacture .....	cwt.	13,572	44,210	23,311 46	11,002	37,645	18,567 20
3	Axles and springs of iron or steel, parts thereof, axle bars, axle blanks or forgings for carriages other than railway and tramway vehicles, without reference to the stage of manufacture .....	lbs.	58,110	6,192	2,440 51	59,880	5,124	2,136 25
4	Bar iron, rolled or hammered, comprising flats, rounds and squares, and bars and shapes of rolled iron, N.E.S. ....	cwt.	133,353	231,468	86,716 83	100,348	174,354	65,235 20
5	Bars and round rods, galvanized ..		67	317	95 10	130	514	150 93
6	Bedsteads and other iron furniture							
7	Boiler or other plate iron, sheared or unsheared, skelp iron, sheared or rolled in grooves, and sheet iron, common or black, not thinner than No. 20 gauge, N.E.S., including nail plate of iron or steel, 16 gauge, and thicker .....	cwt.	46,000	76,955	29,926 66	46,835	74,648	30,446 42
8	Butts and hinges, N.E.S. ....	\$		21,028	7,361 10		20,126	7,044 12
9	Cast iron vessels, plates, stove plates and irons, sad irons, hatters' irons, tailors' irons, and castings of iron, N.E.S. ....	\$		86,144	26,125 27		91,600	27,865 61
10	Cast iron pipe of every description .....	cwt.	86,251	100,415	50,645 86	105,015	101,481	64,405 55
11	Chains, iron or steel, over 9-16th of an inch in diam. ....	cwt.	23,803	63,263	3,163 15	18,819	46,216	2,315 80
12	Cut tacks, brads or sprigs, not exceeding 16 oz. to the 1,000 ...	M.	50,518	2,000	1,010 40	53,383	3,061	1,068 23
13	Cut tacks, exceeding 16 oz. to the 1,000 ...	lbs.	23,008	1,449	460 17	25,288	1,235	505 76
14	Engines, locomotive .....	No.	30	247,682	74,304 60	9	66,888	20,066 40
15	Fire .....	"	5	1,984	694 40	4	4,933	1,726 55
16	Other and boilers, N.E.S. ....	\$		26,096	7,828 80		112,953	33,885 90
17	Locomotive and car wheels tires of steel in the rough .....	cwt.	27,609	86,294		15,387	49,354	
18	Ferro-manganese, ferro-silicon, spiegel, steel bloom ends, and crop ends of steel rails for the manufacture of iron or steel tons.		1,311	23,930	2,621 04	529	15,858	1,060 56
19	Forks, cast iron, not handled, ground or otherwise further manufactured .....	No.	7,530	640	64 00	4,487	456	45 60

## Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
14,580	17,333	24,213	16,000	15,523						1
13,956	13,119	28,458	44,210	37,645						2
7,093	7,795	7,831	6,192	5,124						3
404,052	309,721	325,373	232,243	174,381						4
19,160	17,426		317	514						5 6
67,916	100,482	105,595	76,955	74,648						7
		12,663	21,102	20,126						8
149,747	233,963	71,562	85,587	91,548	11,473	10,311	28,894	7,658	10,735	9
223,863	106,554	57,613	100,415	101,481						10
48,748	78,499	83,020	63,633	46,450						11
1,781	2,961	2,206	2,096	3,061						12
1,822	1,480	704	1,449	1,235						13
171,089	131,677	67,209	248,432	75,093						14
9,483	13,586		1,984	4,933						15
38,096	28,801	51,012	26,096	117,325						16
59,396	49,394	62,440	86,294	49,354						17
72,108	18,895	40,711	23,930	15,858						18
122	324	367	640	456						19



No. 2.—ITEMIZED STATEMENT showing the Values of Imports

		ENTERED FOR HOME CONSUMPTION.					
ARTICLES.		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
			\$	\$ cts.		\$	\$ cts.
	Metals and minerals, and manufactures of, N.E.S. :—		\$	\$ cts.		\$	\$ cts.
	Iron and manufactures of, steel and manufactures of, or both combined :—						
1	Forgings of iron and steel, or forged iron of whatever shape or in whatever stage of manufacture, N.E.S..... lbs.	398,539	23,894	8,619 66	334,022	14,179	5,922 86
2	Hardware, viz.: Builders', cabinet-makers', harnessmakers' and saddlers' hardware, including curry combs, carriage hardware, &c. \$		446,959	156,447 08		446,706	156,348 62
3	Hardware, house furnishing, N.E.S. \$		119,635	35,897 00		117,596	35,283 08
4	Hoop or band, or scroll or other iron 8 inches or less in width, and not thinner than No. 20 gauge... cwt.	76,827	107,673	49,958 45	28,301	41,890	18,396 85
5	Hoop or band, or scroll or other iron 8 inches or less in width, and thinner than No. 20 gauge... cwt.	15,187	36,180	4,522 79	13,905	35,258	4,407 43
6	Hoop iron, not exceeding $\frac{3}{4}$ of an inch in width and being No. 25 gauge or thinner, used for the manufacture of tubular rivets. cwt.	22	224				
7	Iron in slabs, blooms, loops, puddle bars, or other forms less finished than iron in bars, and more advanced than pig iron, except castings.... cwt.	64,397	56,186	28,978 77	65,269	58,533	29,371 33
8	Iron bridges and structural iron work..... lbs.	601,858	27,363	10,149 47	1,606,914	53,934	23,365 10
9	Iron churches, parts of.....		1,379				
10	Iron or steel beams, sheets, plates and knees for iron or composite ships or vessels..... cwt.	30,793	59,151		29,143	39,117	
11	Iron or steel rolled round wire rods under $\frac{1}{2}$ inch in diameter imported by wire manufacturers for use in their factories.....						
12	Iron in pigs, kentledge and cast scrap-iron..... tons.	68,918	886,485	275,797 72	57,432	689,977	229,735 41
13	Charcoal..... "				5,944	84,358	23,780 29
14	Other..... "				146	1,549	584 00
15	Iron ore.....						
16	Iron masts for ships or parts of. cwt.	630	1,922				
17	Iron or steel rivets, bolts with or without threads, or nuts or bolt-blanks, less than $\frac{3}{4}$ of an inch in diameter..... lbs.	75,379	6,028	2,940 44	33,619	4,135	1,744 09
18	Locks of all kinds..... \$		60,859	21,300 44		71,641	25,073 15
19	Machines and machinery, &c.....						
20	Machinery imported under O.C.....						
21	Mining machinery imported within three years after the passing of the Act (53 Vic., cap. 20), which is at the time of its importation of a class or kind not manufactured in Canada.....		61,848			87,208	

## Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
15,177	20,569	20,754	23,894	14,179						1
439,230	447,377	428,018	446,675	447,251	} 100,309	96,917	93,340	106,722	102,405	2
283,522	197,612	122,115	120,479	118,241						3
73,959	99,981	88,064	107,693	41,871						4
52,810	54,128	35,694	36,180	35,221						5
685	560	492	224							6
66,548	15,923	38,931	56,186	58,533						7
66,585	86,183	34,283	27,363	53,934						8
			1,379							9
72,291	71,805	22,827	59,151	39,117						10
225,037										11
881,525	1,137,312	1,092,983	883,378	687,674	8,124	26,969	15,304	5,160	4,768	12
				84,358						13
				1,549						14
					60,289	31,376	32,582	36,935	26,114	15
		681	1,922							16
7,077	6,721	5,961	6,021	4,508						17
61,962	61,928	57,889	60,876	71,686						18
	11,798				152,344	145,619	151,315	119,063	192,908	19
										20
	9,950	78,432	61,848	87,208						21

No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$ cts.		\$	\$ cts.	
	Metals and minerals, and manufactures of, N.E.S. :—						
	Iron and manufactures of, steel and manufactures of, or both combined— <i>Continued.</i>						
	Machines and machinery, &c. :						
1	Middlings purifier.....		185 55 50		183	54 90	
	Portable machines :—						
2	Fanning mills..... No.	314	4,118	1,441 50	87	1,169 409 15	
3	Horse powers..... “	39	5,235	1,832 25	12	2,070 724 50	
4	Portable steam engines..... “	80	62,571	21,899 85	46	25,355 8,874 25	
5	Portable saw-mills and planing mills..... No.	32	3,073	1,075 55	36	1,952 683 20	
6	Parts of above articles..... \$		9,084	3,179 50		6,415 2,245 62	
7	Lithographic presses.....		1,479	147 90		563 56 30	
8	Printing presses and printing machines, such only as are used in newspaper, book and job printing offices; folding machines and paper cutters used in printing and bookbinding establishments..... \$		140,773	14,077 50	448	143,024 14,302 40	
9	Sewing machines, or heads or parts of..... No.	4,312	95,778	32,100 57	4,333	93,371 31,674 53	
10	Machines, type writing..... “	967	47,488	14,246 20	1,023	48,395 14,519 16	
11	All other machinery composed wholly or in part of iron, and repairs on, N.E.S. .... \$		1,362,225	408,687 92		1,547,425 464,230 24	
12	Malleable iron castings and steel castings..... cwt.	7,403	30,740	9,247 63	7,946	34,035 10,262 49	
13	Manufactured articles of iron or steel which at the time of their importation are of a class or kind not manufactured in Canada, when imported for use in the construction of iron or steel ships or vessels..... cwt.	5,280	9,590		9,105	16,263	
14	Nails, spikes and sheathing nails, composition..... lbs.	30,070	4,774	954 80	31,781	4,554 910 80	
15	Nails and spikes, wrought and pressed, galvanized or not, horse-shoe nails, hob nails and wire nails, and all other wrought iron or steel nails, N.E.S., and horse, mule or ox shoes..... lbs.	583,728	23,834	9,666 40	598,403	24,238 10,199 15	
16	Nails and spikes, cut..... “	373,434	11,668	3,734 34	222,559	7,195 2,225 59	
17	Plate of iron and steel combined, and steel not specially enumerated or provided for..... cwt.	23,227	58,382	17,514 60	8,608	11,793 3,537 90	
18	Plough plates, mould boards and land sides when cut to shape from rolled sheets of crucible steel but not moulded, punched, polished or otherwise manufactured, and being of a greater value than 4 cents a pound..... cwt.	3,798	19,573	2,446 70	5,204	36,815 4,602 06	
19	Pumps, iron, pitcher-spout, cistern, well and force pumps..... \$		25,678	8,985 94		25,950 9,080 19	

# Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
		225	185	183						1
6,910	5,669	1,617	4,118	1,169						2
2,614	2,674	1,574	5,325	2,325						3
25,974	26,654	24,005	62,571	25,355						4
3,270	2,708	1,366	3,073	1,952						5
10,101	10,062	3,564	9,084	6,524						6
		3,000	1,479	563						7
115,148	98,085	114,992	140,914	143,045						8
117,076	106,868	96,015	93,145	93,126	59,085	46,657	29,712	23,982	21,558	9
25,871	27,202	46,245	47,843	48,908						10
1,287,847	1,575,772	1,906,412	1,386,998	1,558,239						11
64,696	60,830	68,733	30,740	34,306						12
	2,312	6,331	9,590	16,263						13
7,546	5,688	14,658	5,018	5,687						14
22,482	43,932	25,299	23,896	24,596						15
8,631	7,709	10,389	11,668	7,195						16
24,197	14,327	8,804	58,382	11,793						17
	181	7,800	19,573	36,815						18
18,537	25,875	20,780	26,259	26,186						19

No. 2.—ITEMIZED STATEMENT showing the Values of Imports

	ARTICLES.	ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
			\$	\$ cts.		\$	\$ cts.
	Metals and minerals, and manufactures of, N.E.S. :—						
	Iron and manufactures of, steel and manufactures of, or both combined— <i>Continued.</i>						
1	Pumps, steam . . . . . No.	125	19,117	5,735 80	303	25,873	7,761 90
2	Railway bars and rails of iron or steel, for railways and tramways of any form, punched or not punched, N.E.S. . . . . tons.	3,702	111,163	22,222 33	14,077	326,550	84,470 75
3	Railway fish-plates. . . . . “	2,614	78,036	31,390 52	4,553	110,506	54,627 76
4	Rolled iron or steel angles, channels, structural shapes, and special shapes, weighing less than 25 lbs. per lineal yard. . . . . lbs.	1,187,277	18,199	7,758 02	1,604,129	15,559	6,876 31
5	Rolled iron or steel beams, girders, joists, angles, channels, structural shapes and special sections, weighing not less than 25 lbs. per lineal yard. . . . . cwt.	74,487	107,135	13,391 62	102,397	136,690	17,086 63
6	Rolled iron or steel beams, girders, joists, angles, channels, eyebar blanks made by the Kloman process, together with all other structural shapes of rolled iron or steel, including rolled iron or steel bridge plate not less than $\frac{3}{8}$ of an inch thick nor less than 15 inches wide, when imported by manufacturers of bridges for use exclusively in the manufacture of iron and steel bridges . . . cwt.	67,151	94,953	11,870 81	96,213	114,800	14,350 18
7	Safes, and doors for safes and vaults . . . . . \$		5,175	1,811 25		3,528	1,234 80
8	Scales, balances and weighing beams . . . . . \$		21,088	7,380 65		16,093	5,632 64
	Screws, iron and steel, commonly called “wood screws” :—						
9	2 inches or over in length . lbs.	1,559	332	93 54	1,203	290	72 18
10	1 inch and less than 2 inches “	1,969	406	157 52	1,911	416	152 94
11	Less than 1 inch. . . . . “	2,135	835	234 94	1,228	630	135 11
12	Sheet iron, common or black, smoothed or polished, and coated or galvanized, thinner than No. 20 gauge, Canada plates and plates of iron or steel, not less than 30 inches wide, and not less than $\frac{1}{2}$ inch in thickness. . . . . cwt.	364,759	899,286	112,411 90	414,563	791,962	99,026 96
13	Skates, of all kinds, or parts of same. . . . . pairs.	2,984	2,519	1,352 50	2,470	1,911	1,067 23
14	Steel rails weighing not less than 25 lbs. per lineal yard, for use in railway tracks. . . . . cwt.	1,654,935	1,738,661	.....	2,022,968	1,993,219	.....
15	Steel, valued at $2\frac{1}{2}$ cts. per lb. and upwards, for manufacture of skates . . . . . cwt.	3,358	14,815	.....	4,802	17,255	.....
16	Steel for saws and straw cutters “	7,089	58,769	.....	10,132	72,352	.....

## Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
			19,117	25,591						1
52,166	47,845	98,419	123,128	326,550						2
66,545	77,089	118,948	78,012	110,951						3
22,676	27,565	23,437	18,369	15,906						4
106,413	157,811	118,125	107,135	136,733						5
112,100	163,103	141,957	94,953	114,800						6
6,813	3,361	3,897	5,220	3,761						7
29,037	25,273	21,483	21,236	16,095						8
412	788	260	332	290						9
533	766	738	406	416						10
669	492	436	835	630						11
643,483	840,335	715,677	900,379	793,967						12
1,761	2,412	1,349	2,888	1,542						13
1,921,932	2,204,085	3,197,280	1,738,661	1,993,219						14
3,795	5,219	4,330	14,815	17,255						15
65,791	65,899	48,193	58,769	72,352						16

No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.						
		1892.			1893.			
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.	
	Metals and minerals, and manufactures of, N.E.S.—		\$	\$	cts.	\$	\$	cts.
	Iron and manufactures of, steel and manufactures of, or both combined— <i>Continued.</i>							
1	Steel, crucible sheet, 11 to 16 gauge, 2½ to 18 inches wide, imported by manufacturers of mower and reaper knives for manufacture of such knives in their own factories, O.C. . . . . cwt.	3,736	15,822	.....	6,055	24,441	.....	.....
2	Steel strip, specially imported by manufacturers of buckthorn and plain strip fencing for use in their factories, O.C. . . . . cwt.	448	718	.....	90	312	.....	.....
3	Steel, rolled rods of under ½-inch in diameter, or under ½ an inch square, imported by knob or lock manufacturers or cutlers for use exclusively in such manufactures in their own factories. cwt.	20,110	28,913	.....	13,392	22,451	.....	.....
4	Steel strip, No. 20 gauge and thinner, but not thinner than No. 30 gauge, to be used in the manufacture of corset steels, clock springs, and shoe shanks, and flat wire of steel of No. 16 gauge or thinner, to be used in the manufacture of crinoline and corset wire, when imported by the manufacturers of such articles for use in their factories . . . . . cwt.	3,661	16,587	.....	3,739	16,624	.....	.....
5	Steel in sheets of not less than 11 nor over 18 wire gauge, and costing not less than \$75 per ton of 2,240 lbs., when imported by manufacturers of shovels and spades for use exclusively in such manufactures in their own factories. . cwt.	852	3,035	.....	952	3,503	.....	.....
6	Steel of No. 12 gauge and thinner, but not thinner than No. 30 gauge, imported by manufacturers of buckle clasps and ice creepers. cwt.	109	471	.....	214	979	.....	.....
7	Scrap-iron and scrap-steel, old, and fit only to be re-manufactured, being part of or recovered from any vessel wrecked in waters subject to the jurisdiction of Canada. . . . . cwt.	2,784	1,997	.....	4,665	4,902	.....	.....
8	Steel bowls for cream separators. . . . .		12,008	.....		44,884	.....	.....
9	Steel for the manufacture of files, when imported by the manufacturers for use in their factories. cwt.	2,169	10,664	.....	2,878	12,474	.....	.....
10	Steel ingots, clogged ingots, blooms and slabs, by whatever process made, billets and bars, bands, hoops, strips and sheets of all gauges and widths, all of above classes of steel not elsewhere provided for, valued at 4 cents or less per lb. . . . . cwt.	125,781	231,842	78,635 18	141,724	246,114	89,346 11	

# Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
20,267	21,970	16,893	15,822	24,441						1
.....	876	1,936	718	312						2
20,073	25,465	47,259	28,913	22,451						3
13,926	13,962	15,110	16,587	16,624						
9,066	5,393	8,478	3,035	3,503						5
.....	696	18,505	471	979						6
2 2,019	161 2,905	638 2,513	1,997 12,008	4,902 44,884						7 8
15,708	16,573	18,701	10,664	12,474						9
302,482	271,138	238,544	232,113	245,906						10



## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
	\$	\$	cts.	\$	\$	\$	cts.
	Metals and minerals, and manufactures of, N.E.S. :—						
	Iron and manufactures of, steel and manufactures of, or both combined— <i>Continued.</i>						
1	Steel ingots, cogged ingots, blooms and slabs, by whatever process made, billets and bars, bands, hoops, strips and sheets of all gauges and widths, all of above classes of steel not elsewhere provided for, when of greater value than 4 cents per lb. . . . . cwt.	30,659	185,845	23,232 52	24,235	142,031	17,754 17
2	Steel, except ingots, cogged ingots, blooms and slabs. . . . . cwt.	3,554	3,843	1,449 86	21,709	19,353	8,683 38
3	Steel for the manufacture of hammers, augers, &c . . . . . cwt.	849	1,555	.....	3,361	4,588	.....
4	Steel for manufacture of tubular bow sockets. . . . . cwt.	.....	.....	.....	75	240	.....
	Steel, manufactures of :—						
5	Pen knives, jack knives, and pocket knives of all kinds. \$	.....	24,514	6,128 56	.....	22,303	5,575 63
6	All other cutlery, N.E.S. \$	.....	319,308	79,828 86	.....	284,022	71,009 69
7	Muskets, rifles, and other fire-arms . . . . . \$	.....	152,239	30,449 78	.....	137,842	27,571 87
8	Needles, sewing machine. . . . . \$	.....	14,898	4,469 40	.....	14,368	4,310 40
9	Needles, knitting, and all other, N.E.S. \$	.....	27,275	8,182 50	.....	27,011	8,103 60
10	Needles, knitting machine, cylinder, hand frame and latch. \$	.....	2,520	756 09	.....	2,525	757 50
11	Surgical and dental instruments. . . . . \$	.....	42,874	8,577 00	.....	56,925	11,385 18
12	Knife blades, or knife blanks, in the rough, unhandled, for use by electroplaters. . . . . \$	.....	100	10 00	.....	.....	.....
13	Steel and manufactures of, N.E.S. \$	.....	26,599	7,979 57	.....	41,968	12,591 08
14	Stoves . . . . . \$	.....	.....	.....	.....	.....	.....
15	Swedish rolled iron nail rods under $\frac{1}{2}$ inch in diameter, for manufacture of horse-shoe nails. . . . . cwt.	16,795	36,090	7,218 00	21,307	39,031	7,806 20
	Tools and implements :						
16	Axes of all kinds, adzes, hatchets and hammers, N.E.S. . . . . \$	.....	3,184	1,116 50	.....	6,240	2,184 23
17	Axes, chopping. . . . . doz.	571	4,847	1,633 10	558	4,925	1,609 53
18	Saws . . . . . \$	.....	72,192	25,270 38	.....	71,975	25,191 95
19	Bookbinders' tools and implements including ruling machines. . . . . \$	.....	41,208	4,125 15	.....	41,019	4,101 90
20	Carpenters, coopers, cabinet-makers, and all other mechanics' tools, N.E.S. . . . . \$	.....	291,649	102,081 90	.....	310,513	108,718 89
21	Edge tools, N.E.S. . . . . \$	.....	17,589	6,156 15	.....	10,605	3,712 05
22	Files and rasps. . . . . \$	.....	68,931	24,124 05	.....	74,075	25,925 95
23	Picks, mattocks, hammers weighing three pounds each or over, sledges, track tools, wedges or crowbars of iron or steel. lbs.	65,440	5,105	1,932 07	74,212	5,074	2,010 63

## Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
202,265	250,818	189,272	187,223	142,204						1
60,710	7,294	2,661	3,843	20,218						2
			1,555	4,588						3
				240						4
11,024	14,497	19,287	24,883	22,112						5
346,145	297,400	269,221	320,320	283,772						6
128,452	141,408	133,755	155,082	134,826						7
16,915	10,777	14,751	14,898	14,368						8
22,641	23,990	19,726	26,879	27,011						9
1,372	1,032	2,295	2,520	2,525						10
27,322	25,194	37,472	42,909	58,163						11
230	252	106	100							12
17,868	23,992	29,944	27,685	41,318	35,052	32,689	52,548	71,367	73,873	13
					3,216	2,741	4,083	2,575	3,536	14
34,363	42,402	37,238	36,090	43,107						15
7,516	6,072	3,699	3,184	6,264						16
6,386	6,751	8,183	4,951	5,047						17
74,901	74,455	79,121	72,192	71,975						18
35,433	44,173	43,377	41,208	41,019						19
210,376	234,387	236,136	291,834	310,550						20
8,977	18,279	28,866	14,739	10,605						21
81,478	80,392	74,336	69,001	74,075						22
6,187	6,955	5,138	5,105	5,108						23

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.	ENTERED FOR HOME CONSUMPTION.					
	1892.			1893.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
Metals and Minerals, and manufactures of, N.E.S. :—		\$	\$ cts.		\$	\$ cts.
Iron and manufactures of, steel and manufactures of, or both combined :—						
Tubing :—						
1 Rolled iron tubes not welded, under 1½-inch in diameter, angle iron 9 and 10 gauge, not over 1½-inch wide, iron tubing lacquered or brass covered, not over 1½-inch diameter, all of which are to cut to lengths for the manufacture of bedsteads, and to be used for no other purpose, when imported for the manufacturers of iron bedsteads to be used for these purposes only, in their own factories, O.C. .... cwt.	1,401	14,998		1,694	3,182	
2 Boiler tubes of wrought iron or steel ... feet.	1,445,877	146,769	22,015 15	1,331,975	119,027	17,861 06
3 Lap-welded iron tubing, threaded and coupled or not, 1¼ to 2 inches inclusive in diameter, for use exclusively in artesian wells, petroleum pipe lines, and petroleum refineries. .... feet.	631,403	45,444	9,088 80	580,552	38,512	7,702 40
4 Tubes, not welded, nor more than 1½ inches in diameter, of rolled steel ... feet.	50,102	6,204	930 80	155,720	14,316	2,147 45
5 Tubing, wrought iron, threaded and coupled or not, over 2 inches in diameter. .... feet.	1,121,910	209,557	31,434 07	1,984,019	214,119	32,126 63
6 Other wrought iron tubes or pipes. .... lbs.	5,199,319	152,342	76,900 27	5,839,764	151,550	80,508 86
7 Ware—stamped tinware, japanned ware, granite ware, enamelled iron ware and galvanized iron ware. .... \$		152,863	53,504 04		197,130	69,011 59
8 Wire fencing, of iron or steel. .... lbs.	187,075	5,950	2,806 20	333,186	9,191	4,998 02
9 Wire fencing, buckthorn, strip and other similar wire fencing of iron or steel. .... lbs.	93,857	2,628	1,055 78	19,262	722	217 68
10 Wire, covered with cotton, linen, silk or other material. .... lbs.	387,436	59,383	20,783 56	305,682	55,667	19,487 69
11 Wire of all kinds, N.E.S. .... cwt.	69,341	211,065	52,767 72	86,363	221,729	55,453 10
12 Wire rope, of iron or steel, N.E.S. .... cwt.	5,867	30,577	7,644 25	5,257	31,615	7,904 05
13 Wire of spring steel coppered or tinned, No. 9 gauge or under, N.E.S. ....						
14 Wire, crucible cast steel, imported by manufacturers of wire rope, pianos, card clothing and needles. .... lbs.	308,878	24,894		413,200	30,952	
15 Wire of iron or steel, galvanized or tinned, 16 gauge or smaller. .... lbs.	329,006	5,838		188,983	8,651	

## Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
		1,936	14,998	3,182						1
114,422	110,487	119,404	147,057	120,247						2
32,259	22,788	47,852	45,444	38,512						3
5,507	11,246	8,862	6,204	14,316						4
92,776	153,087	332,258	212,525	213,449						5
204,474	174,420	172,834	141,793	151,775						6
4,584	42,042	155,206	152,220	197,240						7
6,683	4,671	3,082	5,950	9,191						8
776	361	98	2,628	722						9
109,373	85,834	48,385	62,682	54,555						10
200,373	162,105	226,993	216,685	221,644						11
21,130	27,223	44,605	30,577	31,713						12
13,475	6,712									13
		20,212	24,894	30,952						14
79,262	74,697	2,885	5,838	8,651						15

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.	ENTERED FOR HOME CONSUMPTION.					
	1892.			1893.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
Metals and minerals, and manufactures of, N.E.S. :—		\$	\$ cts.		\$	\$ cts.
Iron and manufactures of, steel and manufactures of, or both combined— <i>Concluded.</i>						
1 Wire of iron or steel, No. 13 and 14 gauge, flattened and corrugated, used in connection with the wire grip machine for the manufacture of boots and shoes and leather belting. . . . . lbs.	19,281	4,234		20,247	3,006	
2 Wire rigging for ships and vessels. . . . . cwt.	6,284	24,424		4,673	19,681	
3 Wire, homo spring steel, coppered or tinned smaller than No. 9, and not smaller than No. 15; wire gauge for manufacture of mattresses. . . . .						
4 Wrought iron or steel nuts and washers, iron or steel rivets, bolts with or without threads, nut and bolt blanks, T and strap hinges and hinge blanks, N.E.S. . . . lbs.	437,195	23,961	10,365 28	512,843	24,909	11,356 84
5 Wrought scrap iron and scrap-steel, being waste or refuse wrought iron or steel that has been in actual use, and is fit only to be re-manufactured, not to include cuttings or clippings which can be used as iron or steel without re-manufacture. . . . . cwt.	652,551	433,695	65,255 32	904,522	569,907	90,457 71
6 Wrought iron or steel sheet or plate cuttings or clippings, as cut at the rolling mills or ship yards, and fit only for re-rolling and to be used for such purpose only. . . . . cwt.	59,132	47,396	14,218 80	89,016	70,793	21,237 80
7 All other manufactures, articles or wares not specially enumerated or provided for, composed wholly or in part of iron or steel, and whether partly or wholly manufactured. . . . . \$		767,202	230,172 42		800,526	240,153 17
8 On all iron or steel bars, rods, strips, or steel sheets, of whatever shape, and on all iron or steel bars of irregular shape or section, cold rolled, cold hammered or polished in any way, in addition to the ordinary process of hot rolling or hammering there shall be paid one-sixth of one cent per pound in addition to the rates imposed on the said material. . . . .			297 30			494 03
Total iron and steel. . . . .		12,353,849	2,808,834 77		12,757,150	2,892,854 77
9 Lead and manufactures of :						
10 Old, scrap and pig . . . . . cwt.	97,375	254,384	38,871 51	94,485	215,521	37,798 74
Bars, blocks and sheets. . . . . "	11,299	32,368	6,780 26	12,403	32,286	7,442 50

## Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
263	6,639	1,014	4,234	3,006						1
15,849	28,819	35,833	24,424	19,681						2
24,277	6,962									3
80,356	92,000	43,330	23,982	24,889						4
335,090	679,323	652,842	433,695	569,907						5
		46,874	50,089	71,443						6
837,334	1,017,458	818,251	768,477	799,879						7
										8
12,426,275	13,524,442	13,815,080	12,465,683	12,784,044	751,283	760,513	660,398	777,419	898,400	
213,053	284,246	242,434	256,340	215,395						9
43,425	54,166	48,494	32,400	32,254						10

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
			\$	\$ cts.		\$	\$ cts.
Metals and Minerals, and manufactures of, N. E. S. :—							
Lead and manufactures of— <i>Concluded.</i>							
1	Pipe . . . . . lbs.	124,642	4,304	1,869 56	199,610	6,019	2,994 21
2	Shot . . . . . “	35,337	1,483	530 07	29,944	1,274	449 21
3	Nitrate and acetate of, not ground . . . . . lbs.	192,470	7,724	386 20	170,346	7,046	352 30
4	Lead ore . . . . .						
5	Manufactures of, N. O. P. . . . .		16,879	5,063 55		26,490	7,948 59
Total lead and manufactures of . . . . .			317,142	53,501 15		288,636	56,985 55
Tin and manufactures of : . . . . .							
6	Cans or packages made of tin or other material, containing fish of any kind, admitted free of duty under any existing law or treaty, not exceeding 1 quart in contents. Value included in that of contents . . . . . No.	96		1 44	1,440		21 60
8	Tin crystals . . . . .		541	108 20		542	108 40
9	Tin plate in sheets, decorated . . . . .		107	37 45	209	149	52 15
10	Tinware and all manufactures of tin, N. E. S. . . . .		37,090	9,276 87		32,126	8,031 99
11	Tin in blocks, pigs or bars . . cwt.	16,153	287,572		16,778	318,071	
12	Tin plates and sheets . . . . .	385,924	1,235,961		302,619	892,106	
13	Tin foil . . . . . “	183,447	32,934		168,838	31,872	
Total, tin and manufactures of . . . . .			1,594,205	9,423 96		1,274,866	8,214 14
Zinc, seamless drawn tubing . . . . .						4	0 40
14	do manufactures of, N. E. S. . . . .		7,563	1,890 81		7,460	1,865 00
15	do in blocks, pigs and sheets. cwt.	21,881	127,302		26,446	124,360	
16	do spelter in blocks and pigs. “	13,909	62,550		10,721	49,822	
17	Total, zinc, &c. . . . .		197,415	1,890 81		181,646	1,865 40
Miscellaneous metals and minerals and manufactures of, N. E. S. :—							
18	Aluminum, aluminium and alumina . . . . .		1,159			1,700	
19	Antimony ore . . . . .						
20	Asbestos . . . . .						
21	Asbestos in any other form than crude, and all manufactures of . . . . .		14,090	3,522 50		19,181	4,796 21
22	Babbit metal . . . . .		11,370	1,137 00		14,554	1,455 40
23	Barytes, ground and unground . . . . .						
24	Bismuth metal in its natural state . . . . . cwt.	76	142		212	242	
25	Black lead . . . . .		13,560	4,067 90		16,595	4,983 90
26	Blanketing and lapping and discs or mills for engraving copper rollers, imported by cotton manufacturers, calico printers, and wall paper manufacturers . . . . .		2,567			8,285	

# Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
3,969	3,585	3,279	4,316	6,798						1
2,896	3,357	2,731	1,483	1,796						2
12,642	12,062	10,309	7,724	7,046						3
11,261	15,805	17,863	17,339	25,839	18	2,000		5,200	2,329	4
287,246	373,221	325,110	319,602	289,128	18	2,000		5,200	2,329	5
						10,942	36,062	15,826	15,892	6
174										7
1,073	1,504	298	541	542						8
			107	149						9
92,640	81,662	46,193	37,199	31,899						10
253,092	266,463	275,343	287,572	318,071						11
871,856	908,565	854,770	1,235,961	892,106						12
25,437	31,683	30,382	32,934	31,872						13
1,244,272	1,289,877	1,206,986	1,594,314	1,274,639		10,942	36,062	15,826	15,892	14
76	19			4						15
7,157	6,453	7,191	7,571	7,586						16
83,935	92,530	105,023	127,302	124,360						17
37,403	71,122	31,459	62,550	49,822						18
128,571	170,124	143,673	197,423	181,772						19
										20
1,246	159	569	1,159	1,700	1,942	1,560		60		21
					323,886	444,159	513,909	514,412	396,718	22
11,718	12,716	13,228	13,926	25,133						23
7,096	7,687	8,781	11,370	14,554						24
987	978					850	1,190		48	25
68	129	91	142	242						26
11,440	10,172	7,867	14,121	16,407						27
										28
1,063	2,232	2,437	2,567	8,285						29



## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.	ENTERED FOR HOME CONSUMPTION.					
	1892.			1893.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
Miscellaneous metals and minerals and manufactures of, N.E.S. :—		\$	\$ cts.		\$	\$ cts.
1 Britannia metal, manufactures of, not plated.....		58,831	14,707 77		57,238	14,309 50
2 Britannia metal, in pigs and bars..... cwt.	646	8,903		798	9,625	
3 Bronze or Dutch metal.....					15	3 00
4 Bronze, phosphor bronze, in blocks, bars, sheets and wire.....		2,326	232 60		2,507	250 70
5 Bronze statuettes or monuments.....		3,745	1,310 70		3,310	1,158 50
6 Cinnibar.....						
7 Composition metal for the manufacture of filled gold watch cases.....		589	58 90		443	44 30
8 Cryolite or kryolite..... cwt.				741	612	
9 Gas, coal oil and kerosene fixtures or parts thereof.....		65,541	19,668 10		68,050	20,414 94
10 Gas meters..... No.	4,728	24,247	8,486 45	2,981	19,231	6,730 85
11 German and nickle silver, manufactures of, not plated.....		24,027	6,008 40		27,785	6,946 25
12 German silver, in strips when imported by manufacturers of pocket knives for use in their factories for the manufacture of such pocket knives (O.C.).....		1,444			138	
13 German silver, silver and nickle silver, rolled or in sheets.. lbs.	42,813	17,768		88,613	25,918	
14 Jewellers' sweepings.....						
15 Manganese ore.....						
16 Meerschaut, manufactures of, N.E.S.....					1	0 20
17 Metals, other than iron and steel, N.E.S., manufactures of (exports).....						
18 Mica, crude or cut.....						
19 do ground.....						
20 Mines, produce of, N.E.S.....						
21 Mineral and bituminous substances, N.O.P.....		44,482	8,896 40		90,055	18,011 15
22 Mineralogical specimens.....		1,048			683	
23 Nickel.....		50			15	
24 Nickel-plated goods.....		15,129	4,538 80		11,259	3,376 85
25 Nickel anodes.....		3,158	315 80		2,890	289 00
26 do fine contained in ore, matte or speiss.....						
27 Ores of metals, N.E.S..... cwt.	39,206	7,893		20,105	3,422	
28 Pewter, platina and metal composition, not otherwise provided for.....		2,034	406 80		1,505	301 00
29 Pins.....		62,568	18,773 31		50,778	15,233 48
30 Platinum wire, and retorts, pans, condensers, tubing and pipe made of platinum, imported by manufacturers of sulphuric acid.....		1,952			14,082	
31 Plumbago.....		2,988	448 10		3,293	493 95
32 do manufactures of.....		23,085	6,923 82		23,051	6,918 02
33 Pyrites.....						
34 Ribs for umbrellas and parasols, of brass, iron or steel.....						

# Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
51,066	47,655	55,012	58,853	57,238						1
8,424	11,271	8,641	8,903	9,625						2
871	59	49		15						3
2,542	1,839	1,917	2,326	2,507						4
12,381	12,112	4,309	3,745	3,310						5
		6								6
		1,359	589	443						7
	150			612						8
72,316	68,650	69,287	65,567	66,598						9
18,159	17,868	24,781	24,064	19,346						10
25,487	26,302	25,957	24,027	27,785						11
			1,444	138						12
13,145	10,245	12,096	17,768	25,918						13
					29,027	16,577	17,953	13,601	17,179	14
						37,697	16,218	6,106	13,596	15
4,327	3,687	4		1						16
					68,563	65,796	56,999	40,851	45,960	17
					32,505	24,479	19,666	63,708	92,529	18
					3,128	2,453	2,646	4,758	4,371	19
					104,522	28,986	5,118	31,950	43,187	20
30,200	30,458	57,622	44,505	90,908						21
527	442	450	1,048	683						22
120	75	62	50	15						23
6,290	13,578	17,976	14,937	12,727						24
1,923	3,079	3,827	3,158	2,890						25
							240,499	617,639	427,557	26
1,393	551	3,797	7,893	3,422						27
1,974	1,405	1,796	2,034	1,505						28
35,308	39,789	42,028	62,619	50,762						29
										30
3,167	5,215	4,055	1,952	14,082						31
3,546	3,441	7,217	3,135	3,291	802	1,959	163	438	3,586	32
22,046	26,539	25,825	23,475	22,534					198	33
									39,582	34
131	2,345									34

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.						
		1892.			1893.			
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.	
		\$	\$	cts.		\$	\$	cts.
1	Miscellaneous metals and minerals and manufactures of— <i>Con.</i> :— Ribs of brass, iron or steel, runners, rings, caps, notches, ferrules, mounts and sticks or canes in the rough, or not further manufactured than cut in lengths suitable for umbrella, parasol or sunshade sticks, when imported by manufacturers of umbrellas, parasols and sunshades for use in their factories for the manufacture of umbrellas, parasols and sunshades only. ....		18,506				19,189	
2	Rolled round wire rods of iron or steel, brass or copper, under $\frac{1}{2}$ -inch in diameter, imported by wire manufacturers for use in making wire in their factories. ....	244,524	461,156		350,035	610,708		
3	Screws of iron, steel, brass or other metal, N. E. S. ....		5,991	2,097 85		7,068	2,473 80	
4	Silix or crystallized quartz. cwt. ....	1,429	1,244		2,447	1,301		
5	Stereotypes, electrotypes and celluloids of books, and bases, and matrices, and copper shells for the same, whether composed wholly or in part of metal or celluloid. .... sq. in.	269,115	6,537	1,794 11	216,023	4,270	1,440 16	
6	Stereotypes, electrotypes and celluloids for almanacs, calendars, illustrated pamphlets, newspaper advertisements or engravings, and all other like work for commercial, trade or other purposes, N. E. S.; and matrices or copper shells of the same. .... sq. in.	339,092	14,082	6,781 84	351,247	13,707	7,024 97	
7	Stereotypes, electrotypes and celluloids of newspaper columns, and bases for the same, composed wholly or partly of metal or celluloid. .... sq. in.	546,713	3,449	4,101 56	488,934	3,189	3,667 19	
8	do matrices or copper shells of the same. .... sq. in.	2,884	117	57 68	1,076	67	21 52	
9	Tagging metal, plain, japanned or coated, in coils, not over $1\frac{1}{2}$ in. wide, when imported by manufacturers of shoe and corset laces for use in their factories. .... cwt.	103	878		178	2,393		
10	Terns or terne plate. .... "	4,254	12,831	1,603 90	14,952	31,794	3,974 42	
11	Type for printing. ....		69,422	13,889 70		64,078	12,817 13	
12	Type metal. ....		656	65 60		1,281	128 10	
13	Wire of all kinds, N. E. S. ....		3,012	786 00		5,376	1,344 00	
14	Yellow metal, in bars, bolts and for sheathing. .... cwt.	6,443	73,534		5,495	61,851		
	Total miscellaneous metals, &c..		1,086,111	130,681 59		1,302,735	138,608 49	
	Total, metals. ....		18,604,388	3,237,574 87		23,628,336	3,350,666 81	

## Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
	8,598	9,350	18,506	19,189						1
	320,849	206,568	461,156	610,708						2
4,175	5,609	6,487	6,036	7,068						3
1,211	2,617	1,929	1,244	1,901						4
1,587	5,218	5,370	6,537	4,766						5
19,052	20,071	13,843	14,086	13,706		8,082	6,517	52,198	8,925	6
23,801	13,618	3,277	3,449	3,189						7
	106	275	113	67						8
507	1,212	489	878	2,393						9
70,223	69,485	69,049	69,422	31,794						10
11,666	801	392	656	1,281						11
	1,764	8,224	3,012	5,397						12
92,839	98,472	125,605	73,534	61,851						13
574,022	909,248	851,904	1,086,837	1,309,464	564,375	632,598	880,878	1,345,721	1,093,436	14
16,411,955	18,650,560	19,561,004	18,666,052	23,661,580	4,288,460	4,948,809	3,821,954	4,679,505	6,852,848	

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
1	Milk, condensed, and condensed coffee with milk, when sweetened... lbs.	21,331	\$ 2,723	\$ cts. 1,219 32	30,636	\$ 3,471	\$ cts. 1,596 71
2	do do when not sweetened .....		6,457	2,259 95		7,045	2,465 55
3	Milk food and other similar preparations .....		22,095	6,628 65		22,558	6,767 40
	Total, milk, &c. ....		31,275	10,107 92		33,074	10,829 66
4	Mineral water, natural, not in bottles. .... Galls.	10,557	1,530		7,098	1,154	
5	Mineral aerated waters, N.E.S. ....		54,233	10,846 75		56,799	11,360 00
	Total, mineral water, &c. ....		55,763	10,846 75		57,953	11,360 00
	Musical instruments, viz. :—						
6	Organs, cabinet. ....						
7	Reed organs, having not more than two sets of reeds No.	107	5,077	1,831 55	81	3,883	1,382 45
8	Reed organs, having over two and not over four sets of reeds .....	36	3,727	1,099 05	29	3,087	898 05
9	Reed organs, having over four and not over six sets of reeds .....	18	3,012	811 80	13	2,292	603 80
10	Reed organs, having over six sets of reeds. ....	6	2,212	510 30	9	4,006	870 90
11	Sets or parts of sets of reeds for cabinet organs. ....		4,431	1,107 75		5,693	1,423 25
12	Pipe organs. .... No.	4	2,292	573 00	3	4,200	1,050 00
13	Piano Fortes, viz. ....						
14	Square, whether round cornered or not, not over 7 octaves. ....	7	645	304 00	6	447	239 40
15	Square piano fortes, all other .....	41	9,272	3,084 40	31	6,101	2,150 20
16	Upright piano fortes. ....	486	116,410	37,862 00	364	82,856	27,493 00
17	Concert, semi-concert or parlour grand piano fortes .....	64	20,209	9,041 80	53	27,316	8,113 20
18	Pianos, parts of. ....		111,018	27,754 71		122,508	30,627 11
19	Other musical instruments, N.E.S. ....		125,589	31,412 12		113,032	28,259 34
	Total musical instruments .....		412,894	115,392 48		375,421	103,110 70
20	Mustard cake. .... lbs.	5,646	278	55 60	4,855	373	74 60
21	Mustard, ground or prepared, and French mustard. ....	480,491	68,724	17,181 35	499,313	68,547	17,146 75
22	Mustard, ground or prepared, and French mustard, liquid. galls.	35	57	25 20	203	239	128 80
	Total mustard .....		69,059	17,262 15		69,159	17,350 15
	Oils :—						
	Mineral—						
23	Coal and kerosene, crude .....						
24	Coal and kerosene, distilled purified or refined, naphtha, benzole and petroleum, N.E.S. .... galls.	5,637,149	471,690	405,873 62	5,980,183	437,692	430,564 77

## Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
		1,899	3,395	3,686						1
	119	1,478	6,692	8,080						2
21,355	19,077	19,068	22,658	23,008						3
21,355	19,206	22,445	32,745	34,774						
1,460	1,335	1,417	1,530	1,154						4
29,131	39,505	42,346	57,350	57,437						5
30,591	40,840	43,763	58,880	58,591						
					288,596	291,889	348,958	342,297	268,905	6
13,336	9,954	6,721	5,082	3,883						7
4,372	3,653	4,155	3,662	3,227						8
1,614	1,419	2,484	3,507	2,463						9
1,235	2,567		2,212	4,843						10
9,419	8,614	6,158	4,431	5,693						11
1,905	3,500	9,274	2,292	4,200	32,768	43,943	57,641	58,373	45,049	12
										13
4,143	877	1,270	645	447						14
22,451	9,672	11,299	9,272	5,656						15
188,575	125,200	122,028	118,068	86,129						16
15,267	15,967	15,359	29,409	27,966						17
125,273	127,753	133,449	110,699	122,508						18
111,451	128,180	114,180	129,439	110,964	2,414	2,615	3,283	7,406	7,249	19
499,041	437,356	426,377	418,718	377,969	323,778	338,447	409,882	408,079	321,203	
916	700	472	278	373						20
60,585	61,817	60,367	69,654	69,091						21
			57	242						22
61,501	62,517	60,839	69,989	69,706						
					18,333	15,298	18,848	18,137	6,723	23
490,166	517,610	501,519	474,644	436,476	2,715	928	624	732	1,358	24

No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$ cts.	\$	\$ cts.	\$ cts.	
<i>Oils—Concluded:—</i>							
<i>Mineral:—</i>							
1	Products of petroleum, coal, shale or lignite, N.E.S. . . . . galls.	139,969	16,629	10,077 39	242,107	26,017	17,435 67
2	Carbolic or heavy oil. . . . . “	4,532	1,643	164 30	5,698	873	87 30
3	Illuminating oils composed wholly or in part of the products of petroleum, coal, shale or lignite, costing more than 30 cents per gallon. . . . . “	11,996	4,042	1,010 59	21,958	8,697	2,174 25
Total mineral oils. . . . .			494,004	417,125 90		473,279	450,261 99
<i>Fish oil—</i>							
4	Cod, N.E.S. . . . . galls.	120 227	45,011		103,832	37,579	
5	do . . . . . “	*4,071	1,566	313 20	24	9	1 80
6	Cod-liver, refined, &c. . . . . “	17,142	9,000	1,800 00	17,992	9,132	1,826 40
7	Seal. . . . . “	*26,540	9,942		144,835	57,815	
8	Whale and spermaceti, N.E.S. “	8,952	4,734	946 40	2,401	1,537	307 40
9	Other, N.E.S. . . . . “	*5,117	2,599		568	157	
10	do . . . . . “	5,980	2,052	410 40	1,007	218	43 60
Total fish oil. . . . .			74,904	3,470 00		106,447	2,179 20
<i>Animal—</i>							
11	Lard oil . . . . . galls.	51,029	23,299	4,659 80	22,677	10,280	2,056 13
12	Neatsfoot. . . . . “	6,544	3,235	647 00	4,245	2,046	409 20
13	Other animal oil, N.E.S. . . . . “	10,968	2,096	419 20	918	477	95 40
<i>Vegetable—</i>							
14	Castor . . . . . “	162,114	45,596	9,119 20	135,889	44,754	8,950 80
15	Cocoa-nut and palm in their natural state. . . . . “	224,401	107,919		319,824	128,369	
16	Cotton seed, crude. . . . . “				7,547	3,017	603 40
17	do refined. . . . . “				383,611	188,465	37,693 00
18	Flaxseed or linseed, raw or boiled. . . . . lbs.	7,678,426	345,800	95,981 17	5,453,787	231,543	68,167 87
19	Olive or salad. . . . . galls.	34,053	32,011	6,402 20	37,725	32,295	6,459 00
20	Sesame seed. . . . . “	596	471	94 20	9,190	2,863	572 60
21	Vegetable oil, not otherwise specified. . . . . “	468,193	150,874	30,174 94	121,467	43,530	8,708 35
22	Lubricating oils, composed wholly or in part of petroleum, costing less than 30 cents per imperial gallon . . . . . galls.	735,047	87,845	52,914 83	842,796	100,162	60,698 04
23	Lubricating oils, composed wholly or in part of petroleum, costing 30 cents or over. . . . . galls.						
24	All other lubricating oils . . . . . “	221,527	83,965	20,986 25	190,022	73,502	18,377 53
25	Volatile or essential oils. . . . . “	15,048	47,226	9,455 20	15,788	61,361	12,272 33
26	All other oils, N.E.S. . . . . “	163,978	41,336	8,267 10	111,275	29,654	5,930 80
Total animal, vegetable and lubricating oils. . . . .			971,673	239,121 09		952,318	230,994 45
Total oils . . . . .			1,540,581	659,716 99		1,532,044	683,435 64

\* From Newfoundland.

# Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.				
Value.					Value.				
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
32,692	17,951	15,814	17,206	26,210					
1,234	115	1,615	1,643	873					
	12,206	35,189	4,169	9,160					
524,092	547,882	554,137	497,602	472,719	21,048	16,226	19,472	18,869	8,081
24,627	20,665	66,787	46,452	37,588	44,063	34,708	29,487	45,121	51,776
5,494	7,703	11,936	8,463	8,989					
33,875	26,709	37,680	9,942	57,815	449	5,191	96	5,168	21,632
3,048	5,939	11,916	4,734	1,537	125	3,271	1,371	1,228	2,266
592	1,117	2,929	4,651	375	10,902	1,751	741	2,241	1,030
67,636	62,133	131,298	74,242	106,304	55,539	44,921	31,695	53,758	76,704
9,090	8,588	24,818	23,126	9,099	140	573		17	65
1,952	2,126	4,069	2,890	1,990	169				901
2,759	3,482	2,261	2,096	477					
27,759	30,382	66,858	44,447	48,325					
88,212	112,045	87,703	107,919	128,369					
				3,017					
				187,730					
314,657	375,689	479,085	341,067	234,139					
53,516	39,558	31,344	35,228	31,499					
42	24	876	165	2,863					
38,062	78,995	186,645	150,238	43,481					
74,091	76,229	63,470	88,571	101,327					
36,080									
41,926	68,203	77,607	87,378	76,301					
40,395	41,175	53,591	48,823	66,110					
30,052	39,931	43,958	40,783	29,985	2,251	7,277	6,976	5,946	16,646
738,593	876,427	1,122,285	972,731	964,712	2,560	7,850	6,976	5,963	17,612
1,330,321	1,486,442	1,807,720	1,544,575	1,543,735	79,147	68,997	58,143	78,590	102,397



## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$ cts.		\$	\$ cts.	
1	Oil cake and meal, cotton seed cake and meal, palm nut cake and meal..... cwt.	46,431	51,136		27,140	29,893	
2	Oil cloth and oiled silk, in the piece, cut or shaped, oiled, enamelled, stamped, painted or printed, India-rubbered, flocked or coated, not otherwise provided for.....sq. yds.	206,951	58,763	19,159 83	224,619	70,417	21,796 46
3	Oil cloth, floor.....sq. yds.	597,750	157,366	61,364 99	647,209	162,978	64,947 69
	Total oil cloth, &c.....		216,129	80,524 82		233,395	86,744 15
4	Optical, philosophical, photographic and mathematical instruments, N.E.S.....		56,800	14,205 66		61,613	15,415 71
5	Philosophical instruments and apparatus such as are not manufactured in the Dominion, when imported by and for use in universities, colleges, schools and scientific societies.....		83,161			81,494	
6	Spectacles and eye-glasses.....		26,179	7,863 64		35,012	10,504 04
7	do do parts of, unfinished.....		10,226	2,560 54		866	216 56
	Total optical and philosophical instruments, &c.....		176,366	24,629 84		178,985	26,136 31
8	Packages.....		397,045	79,444 05		399,477	79,913 54
9	do.....		2,261	567 24		2,793	698 44
10	Packages, the growth, produce or manufacture of Canada, exported and returned.....		47,444			2,272	
11	Packages not otherwise provided for.....		328			939	
	Total packages, N.E.S.....		447,078	80,011 29		405,481	80,611 98
12	Packages, post office.....		51,437			134,769	
13	do do.....		366,158	80,693 43		393,499	85,590 81
	Total post office packages.....		417,595	80,693 43		528,268	85,590 81
14	Paintings, drawings, engravings, prints and building plans, N.E.S.....		41,025	8,205 78		36,972	7,395 44
15	Paintings in oil or water colours by artists of well-known merit, or copies of the old masters by such artists.....		362,277			275,376	
16	Paintings in oil or water colours, the production of Canadian artists, under regulations by the Minister of Customs.....		495			2,774	
	Total paintings.....		403,797	8,205 78		315,122	7,395 44
17	Paints and colours:						
18	Colours, dry, N.E.S..... lbs.	487,303	42,392	8,478 78	784,220	44,234	8,846 54
	do ultramarine blue.....	248,762	14,722		268,677	16,264	

# Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
24,111	26,261	42,092	51,136	29,893	63,102	62,507	118,167	187,086	336,714	1
53,949	62,599	54,033	61,398	69,196						2
140,906	148,075	173,964	156,812	164,982						3
194,855	210,674	227,997	218,210	234,178						
28,248	40,515	56,451	56,908	61,575						4
13,704	19,308	33,181	81,428	81,494						5
28,837	26,966	21,419	26,182	35,009						6
13,034	10,243	10,402	10,226	866						7
83,823	97,032	121,453	174,744	178,944						
438,412	501,590	391,071	449,493	438,808						8
12,369	10,719	4,215	2,586	2,891						9
2,685	38,858	2,016	47,444	2,272						10
49,558	8,139	3,334	328	939						11
503,024	559,306	400,636	499,851	444,910						
317,879	381,621	417,948	417,595	528,268						12
317,879	381,621	417,948	417,595	528,268						13
33,017	45,916	42,435	44,734	41,516						14
106,884	316,788	208,611	362,277	275,376						15
2,106	2,865	7,717	495	2,774						16
142,007	365,569	258,763	407,506	319,666						
4,623	12,761	34,306	45,889	45,018						17
14,335	18,873	18,717	14,722	16,264						18

No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$	cts.	\$	\$	cts.
1	Paints and colours— <i>Concluded</i> :—						
	Colours and paints pulped or ground in oil or other liquids, and all liquid, prepared or ready-mixed paints, N.E.S. . . . . lbs.	1,060,523	69,070	20,731 00	1,592,059	71,602	21,491 40
2	Dry white and red lead, orange mineral and zinc white . . . . . "	10,288,766	351,686	17,584 30	10,865,183	364,680	18,240 62
3	Fireproof paint, dry . . . . .						
4	Lampblack and ivory black . lbs.	293,832	17,580	1,758 00	326,138	18,336	1,833 60
5	Litharge . . . . . cwt.	10,384	34,343		7,685	24,401	
6	Metallic colours, viz.: oxide of cobalt, zinc and tin, N.E.S. . . . . lbs.	7,843	1,746		86,236	7,426	
7	Oxides, ochres and ochrey earths, fireproofs, umbers and siennas, ground or unground, washed or unwashed, calcined or raw . lbs.	1,708,645	22,908	6,872 55	1,968,717	23,134	6,940 05
8	Paint ground in oil or in any other kind of liquid . . . . .						
9	Paints, ground or mixed in, or with, either japan, varnish, lacquers, liquid dryers, collodion, oil finish or oil varnish, rough stuff and fillers . . . . . "	80,626	17,928	8,521 21	73,546	15,702	7,633 43
10	Paris green, dry . . . . . "	233,091	22,856	2,285 60	327,688	36,371	3,637 75
11	Paints and colours ground in spirits, and all spirit varnishes and lacquers . . . . . galls.	468	1,431	468 36	733	2,139	732 46
12	Putty . . . . . lbs.	100,065	2,347	586 65	105,910	2,267	567 51
13	White lead in pulp, not mixed with oil . . . . .		726	217 80		1,068	320 40
14	Whiting or whitening, gilders whiting and Paris white . cwt.	102,985	26,867		88,835	25,563	
15	Zinc, dry white . . . . .						
16	Other paints and colours, not otherwise provided for . . . . .		17,214	3,448 60		15,341	3,068 25
	Total paints and colours . . . . .		643,816	70,952 85		668,528	73,312 01
17	Paper and manufactures of, not otherwise specified: (Exports) . . . . .						
18	Albuminized paper chemically prepared for photographers' use . . . . .		12,396	3,099 00		9,241	2,313 65
19	Bags or sacks, printed or not, but not illustrated . . . . .		3,697	1,293 95		2,365	827 75
20	Cards for playing . . . . . packs.	150,461	15,324	9,027 68	169,803	16,182	10,188 19
21	Calendered, including writing and note paper . . . . .		235,175	58,793 70		222,134	55,533 50
22	Cardboard, Bristol board, pasteboard, in sheets or cut to size, N.E.S. . . . .		13,719	4,802 45		14,775	5,171 25
23	Envelopes, papetries, blank books and manufactures of paper . . . . .		431,038	150,878 13		427,972	149,803 78

## Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
6,361	73,682	78,758	68,105	73,790						1
267,236	381,959	339,601	349,528	364,716						2
2,097										3
16,619	15,748	15,312	17,773	18,419						4
31,082	31,401	27,613	34,343	24,401						5
2,401	2,419	1,178	1,746	7,426						6
12,994	13,751	20,502	24,289	23,428						7
101,455										8
	19,891	14,527	17,928	16,205						9
37,228	37,352	22,132	22,573	38,122						10
	205	1,172	1,535	2,754						11
2,051	2,371	2,955	2,359	2,429						12
4,599	250	2,006	640	1,047						13
22,735	27,471	27,504	26,867	25,563						14
24,982										15
81,610	70,315	25,908	16,833	15,341						16
632,408	708,449	632,191	645,130	674,923						17
						325	6,343	1,096		18
	2,542	14,200	12,396	9,874						19
32	17	3,059	3,697	2,365						20
12,078	12,775	16,686	15,254	17,278						21
240,151	253,888	229,114	234,717	218,330						22
16,851	18,369	18,109	13,719	14,467						23
437,394	456,133	400,995	431,736	420,864						24

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
	\$	\$	cts.		\$	\$	cts.
Paper and manufactures of—							
Concluded:—							
1	Hangings or wall paper, in rolls, viz.						
2	Brown blanks and white blanks printed on plain ungrounded paper. . . . . rolls of 8 yds.	209,664	8,146	4,193 28	103,664	3,805	2,073 28
3	White papers, ground papers and satins not hand made. rolls.	821,583	36,950	24,661 06	1,023,203	44,786	30,750 77
4	Single print bronzes and coloured bronzes . . . . . rolls.	436,677	36,839	26,213 44	361,447	35,838	21,694 67
5	Coloured bronzes . . . . . “						
6	Embossed bronzes . . . . . “	109,403	17,472	8,752 30	74,658	13,472	5,973 10
7	Coloured borders, narrow, and coloured borders, wide . rolls.	138,592	13,568	8,315 48	159,912	17,510	9,597 70
8	Bronze borders, narrow, and bronze borders, wide . . . . . rolls.	50,298	10,548	7,133 46	49,191	11,648	6,895 25
9	Embossed borders . . . . . “	31,454	7,819	4,718 02	19,235	6,505	2,885 22
10	Hangings or wall paper, all other.		51,703	18,186 78		43,220	15,194 85
11	Leather board and leatheroid. lbs.	81,219	3,887	2,436 57	156,155	7,690	4,684 67
12	Leather board, boot and shoe counters, made from . . . . . pairs.	31,347	944	159 43	23,179	612	115 89
13	Letter books, copying . . . . .		401	140 35		120	42 00
14	Mill board, not straw board. . . . .		10,528	1,052 80		11,959	1,195 90
15	Paper, tarred or coated . . . . . lbs.	1,663,880	30,741	8,319 46	1,977,193	33,496	9,886 02
16	“ not tarred . . . . .		186	46 50		407	101 75
17	Printing paper . . . . .		28,897	7,224 25		33,679	8,419 75
18	Ruled, bordered and boxed papers.		6,013	2,106 75		9,021	3,159 58
19	Straw board, in sheets or rolls, plain or tarred . . . . . lbs.	794,155	11,424	3,176 54	942,829	13,397	3,771 27
20	Union collar cloth paper, in rolls or sheets, not glossed or finished. . . . .		6,839	1,367 80		7,716	1,543 20
21	Union collar cloth paper, in rolls or sheets, glossed or finished . . . . .					454	113 50
22	Wrapping . . . . . lbs.	180,743	4,411	1,102 75	226,956	5,565	1,392 25
23	All kinds, N.E.S. . . . .		218,222	54,536 34		193,697	48,428 50
	Total paper and manufactures of . . . . .		1,216,887	411,758 27		1,187,356	401,757 24
24	Paraffine wax, stearic acid and stearine of all kinds, N.E.S. . . . . lbs.	733,873	48,776	22,016 20	452,916	38,935	13,590 51
25	Pearl, mother of, unmanufactured . . . . .		3,149			3,003	
26	Pelts, raw . . . . .		37,332			90,224	
27	Pencils, lead, in wood or otherwise . . . . .		56,405	16,921 18		55,477	16,642 39
28	Perfumery, pomades, &c., viz.: Hair oil, tooth and other powders washes, pomatums, pastes, &c. . . . .		35,113	10,534 66		35,743	10,727 66
29	Perfumes and perfumed spirits, bay rum, cologne and lavender water, hair, tooth and other washes, and other toilet preparations containing spirits of any kind, in bottles or flasks weighing not more than 4 ounces each. galls.	2,983	33,657	16,828 17	3,315	38,497	19,248 48

## Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
									177	1
34,577	47,477	17,144	7,593	3,585						2
41,471	37,682	48,617	36,449	44,050						3
10,242	32,876	35,938	36,545	37,028						4
22,774										5
9,913	17,639	14,260	18,048	15,070						6
17,615	17,860	13,686	13,513	19,140						7
9,067	10,045	7,884	10,578	12,378						8
7,357	8,217	9,200	7,989	7,074						9
	1,356	44,382	50,429	45,353						10
2,046	2,887	3,700	3,887	7,690						11
1,376	687	1,305	944	612						12
			401	120						13
12,192	9,594	14,416	10,528	11,959						14
15,940	26,103	24,005	30,717	33,644						15
313	97	214	186	407						16
38,375	40,472	21,037	28,169	33,534						17
15,985	13,139	8,718	6,091	9,398						18
20,421	25,109	12,138	11,354	13,499						19
12,399	8,476	7,212	6,839	7,716						20
15		49		454						21
7,369	10,330	7,307	4,190	5,565						22
146,197	181,933	177,367	217,362	194,408						23
1,132,150	1,235,703	1,151,342	1,213,331	1,194,862		325	6,343	1,096	177	
5,274	15,858	50,275	48,723	38,980						24
	76	794	3,149	3,003						25
4,505	2,261	14,377	37,332	90,224	16,135	7,103	18,591	21,769	66,955	26
57,001	49,018	57,130	57,164	55,925						27
38,837	33,304	31,539	35,090	35,761						28
36,176	34,417	40,646	34,587	38,619						29

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
	\$	\$ cts.		\$	\$ cts.		
1	Perfumery, pomades, &c.— <i>Con.</i> Perfumes and perfumed spirits, bay rum, cologne and lavender waters, hair, tooth and other washes, and other toilet preparations contain- ing spirits of any kind, in bottles, flasks or other packages weighing more than 4 ounces each..... galls.	1,388	19,315	10,682 12	1,934	23,302	13,423 63
2	Pomades, French or flower odours, &c., imported in tins of not less than ten pounds each..... lbs.	2,929	3,731	559 65	5,677	6,384	957 60
3	“ “ all other “	31	25	7 50	.....	208	62 40
	Total perfumes, pomades, &c. ....		91,841	38,612 10		104,134	44,419 77
4	Photographic dryplates.....sq. ft.	45,783	11,366	4,120 45	42,054	11,041	3,784 94
5	Pickles and sauces :— Pickles, in bottles, jars or similar vessels..... galls.	60,539	66,171	24,226 70	61,025	67,117	24,411 07
6	Pickles, in bulk, in vinegar or vinegar and mustard.... “	693	391	242 89	733	449	256 91
7	Pickles in brine or salt..... “	1,447	874	362 01	912	642	228 38
8	Sauces and catsups, in bottles “	21,406	41,580	16,858 31	19,446	38,796	15,536 99
9	do do in bulk.. “	1,885	684	702 35	1,953	827	753 25
10	Soy..... “	5,896	1,448	589 65	7,133	1,749	713 40
	Total pickles and sauces ....		111,148	42,981 91		109,580	41,900 00
11	Plants and trees, viz. : Berry bushes, grape vines, shade and lawn trees.....						
12	Florist's stock, viz. :— Azaleas, cacti, orchids, palms and flower bulbs, all kinds.....		30,271			37,718	
13	Fruit, shade, lawn and ornamental trees, shrubs and plants, N.E.S.....		36,422	7,285 89		34,401	6,881 36
14	Forest trees for planting, imported into Manitoba or N.W.T.....		151			180	
15	Gooseberry bushes..... No.	92,960	4,186	929 60	105,296	4,360	1,052 96
16	Grape vines costing ten cents and less..... “	28,691	1,288	572 82	29,014	1,055	580 32
17	Raspberry and blackberry bushes..... “	128,194	1,859	1,281 94	101,201	1,197	1,012 01
18	Rose bushes, costing 20 cents and less..... “	48,815	4,920	1,464 45	33,703	3,253	1,010 99
19	Apple trees of all kinds.....	297,494	24,508	8,924 83	333,268	24,843	9,998 04
20	Cherry trees of all kinds..... “	42,475	4,299	1,699 00	29,989	4,261	1,199 56
21	Peach trees..... “	54,113	3,282	1,623 39	61,776	3,691	1,853 29
22	Pear trees of all kinds..... “	72,779	10,446	2,183 36	75,674	9,336	2,270 22
23	Plum trees of all kinds..... “	100,144	16,095	3,004 31	114,221	13,600	3,426 63

# Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
17,551	23,509	22,306	19,738	23,684						1
4,913 2	3,731 9	6,384 108	4,117 31	8,594 208						2 3
97,479	94,970	100,983	93,563	106,866						
10,041	9,702	11,457	11,366	11,041						4
69,055	64,317	68,258	71,751	67,644						5
462	395	691	391	449						6
1,904	713	1,233	863	683						7
36,943	36,087	42,277	45,832	39,393						8
	43	897	684	827						9
	285	1,406	1,448	1,749						10
108,364	101,840	114,762	120,969	110,745						
						3,515	4,588	5,610	12,610	11
	248	27,456	30,271	37,718						12
34,731	44,155	35,034	36,422	34,401						13
192	617	145	151	180						14
	3,167	5,135	4,186	4,360						15
	1,437	1,265	1,288	1,055						16
14,784	1,925	2,302	1,859	1,197						17
	2,492	4,504	4,920	3,253						18
37,692	35,696	31,916	24,508	24,843						19
2,024	3,498	4,169	4,299	4,261						20
6,385	6,436	2,891	3,282	3,691						21
11,100	13,005	11,510	10,446	9,336						22
10,823	18,245	20,946	16,095	13,600						23



No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$	cts.	\$	\$	cts.
1	Plants and trees.— <i>Con.</i> :—						
2	Quince trees of all kinds. . . . . No.	3,196	391	79 96	3,884	441	97 12
3	Seedling stock for grafting. . . . .		8,283			5,008	
	Other fruit trees and seedling stock of same. . . . .						
	Total plants and trees . . . . .		146,401	29,049 55		143,344	29,382 50
4	Plaster of Paris ( <i>See</i> under Stones and Manufactures of, N.E.S.)						
	Plates, engraved on wood and on steel or on other metal. . . . .		2,724	544 80		2,707	541 37
5	Precious stones, polished, but not set or otherwise manufactured, and imitations thereof . . . . .		7,495	749 50		12,345	1,234 50
6	Precious stones in the rough . . . . .		400			1,565	
7	do imitations of, not set . . . . .						
8	Diamonds unset or diamond dust, or bort and black diamonds for borers . . . . .		55,843			101,176	
9	Diamond drills for prospecting for minerals, not to include motive power. . . . .		5,046			7,149	
	Total precious stones, &c. . . . .		68,784	749 50		122,235	1,234 50
10	Prizes : cups and other prizes won in competition . . . . .		144			671	
11	Provisions not otherwise specified :—						
12	Butter . . . . . lbs.	246,756	50,473	9,870 25	224,384	46,637	8,975 44
13	Cheese . . . . .	124,398	23,145	3,721 96	116,106	20,964	3,483 19
14	Eggs . . . . . doz.	180,055	28,231		4,548	611	
15	do . . . . .				68,429	12,583	3,426 19
16	Lard, tried or rendered . . . . . lbs.	692,789	50,742	20,783 69	146,885	12,620	4,406 54
17	Lard, untried . . . . .	480	37	960	745	52	14 90
18	Bacon and hams, shoulders and sides . . . . .	1,016,367	94,846	30,491 00	670,155	76,008	20,104 64
19	Beef, salted, in barrels . . . . .	2,251,298	95,003	45,025 96	2,316,588	91,575	46,331 76
20	Meats, viz. :—						
21	Extract of beef or beef fluid, not medicated . . . . .		28,315	7,080 75		38,367	9,591 68
22	Mutton . . . . . lbs.	11,680	864	350 40	2,132	149	63 96
23	Pork, barrelled, in brine, made from the sides of heavy hogs after the hams and shoulders are cut off, and containing not more than 16 pieces to the barrel of 200 lbs. weight . . . . . lbs.	9,514,266	485,262	142,685 82	3,862,546	272,460	57,938 19
	Poultry and game of all kinds. . . . .		13,492	2,699 84		12,297	2,461 30
	Dried or smoked meats, and meats preserved in any other way than salted or pickled, N.E.S. lbs	1,213,705	124,189	36,411 71	1,267,310	124,214	38,019 44

# Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
962	483	912	391	441						1
	724	4,423	8,283	5,008						2
10,056	5,063									3
128,749	137,191	152,608	146,401	143,344		3,515	4,588	5,610	12,610	
2,665	1,053	1,312	2,724	2,707						4
4,303	8,882	4,110	7,495	12,345						5
956	9,344	820	400	1,565						6
1,297										7
206,279	110,480	73,058	55,843	101,176						8
11,655	16,466	17,034	5,046	7,149						9
224,490	145,172	95,022	68,784	122,235						
		350	419	671						10
144,249	249,100	90,975	270,857	54,943	392,655	526,654	624,640	1,273,094	1,300,199	11
631,593	1,194,238	900,798	924,107	780,172	9,517,250	10,523,946	10,434,239	12,554,286	14,157,555	12
92,762	91,773	96,916	28,231	13,194	2,159,510	1,795,913	1,160,359	1,089,823	868,007	13
642,271	295,962	71,692	53,371	14,479	11,875	6,822	4,373	4,555	67,097	14
434	279		37	52						15
336,080	330,424	207,980	96,116	77,191	384,752	647,291	693,046	1,234,652	1,970,518	17
206,643	299,303	148,763	149,912	145,210	36,519	23,596	25,161	19,302	35,104	18
9,602	21,246	35,026	29,801	38,215						19
13,555	17,798	534	864	149	8,570	4,190	23,993	13,658	7,671	20
1,024,055	861,506	633,372	504,709	300,701	35,765	37,113	29,826	40,352	122,209	21
12,676	16,502	14,765	13,645	13,216	54,257	49,320	26,179	26,478	20,840	22
94,079	114,744	141,573	135,283	143,572	30,929	109,103	271,994	631,584	1,006,398	23

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$	cts.	\$	\$	cts.
Provisions— <i>Con.</i>							
Meats— <i>Con.</i>							
1	Other meats, fresh or salted, N.E.S. . . . . lbs.	356,348	34,388	10,689 59	426,990	38,799	12,809 74
2	Beef imported in the carcass, to be cured or preserved in bond for exportation. . . . . lbs.	1,775	124	53 26	293	19	8 79
3	Pork do do " . . . . . lbs.	69,522	5,377	2,085 66	3,400	320	102 00
4	Tongues . . . . .						
Total provisions . . . . .			1,034,488	311,959 49		747,675	207,737 76
5	Pumice and pumice stone, ground and unground . . . . .		3,282			3,798	
6	Quills . . . . .		425	85 00		521	104 20
7	do in their natural state or unplumbed . . . . .		211			903	
8	Rags of cotton, linen, jute and hemp, woollen, paper waste or clippings, and waste of any kind, except mineral waste . . . . . cwt.	262,030	227,488		125,676	239,434	
9	Rennet . . . . .		55,138			56,795	
10	Resin or rosin, in packages of not less than 100 lbs. . . . .		97,107			97,750	
11	Ribbons, N.E.S. . . . .		23,240	6,972 08		23,540	7,062 00
12	Rugs, travelling, of all kinds, except silk . . . . .		1,888	472 00		4,229	1,057 25
13	Sails for boats and ships, also tents and awnings. . . . .		8,614	2,153 50		9,783	2,443 52
14	Salt, coarse (not imported from United Kingdom or British possessions or for sea or gulf fisheries) . . . . . lbs.	2,034,400	7,026	1,026 20	1,637,962	5,562	819 03
15	Salt, fine, in bulk . . . . . "	1,701,627	5,376	850 88	1,274,780	3,371	637 39
16	Salt, in bags, barrels and other packages . . . . . lbs.	14,912,164	53,561	11,188 23	18,464,597	70,905	13,849 77
17	Salt, imported from the United Kingdom or any British possessions or imported for the use of the sea or gulf fisheries, N.O.P. . . . . lbs.	201,831,217	314,995		191,575,530	281,462	
Total, Salt . . . . .			380,958	13,065 31		361,300	15,306 19
18	Sand paper, glass, flint and emery paper, sand, glass and emery cloth. . . . .		32,666	9,800 20		40,007	12,003 10
19	Sausage casings, N.E.S. . . . .		33,237	6,648 80		39,519	7,903 80
20	Sausage skins or casings, not cleaned. . . . .		629			474	
Seeds and bulbous roots, viz.:—							
21	Beet. . . . . lbs.	46,784	5,437		36,818	4,413	
22	Canary . . . . . "						
23	Carrot . . . . . "	75,403	7,339		29,266	5,820	
24	Clover and grass . . . . . "						
25	Flax-seed . . . . . bush.	105,634	114,462	10,563 42	11,713	12,637	1,171 42
26	Flax-seed for manufacturing purposes . . . . . bush.	85,606	83,877				
27	Flower . . . . .						

# Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
%	%	%	%	%	%	%	%	%	%	
9,034	39,012	66,752	50,070	47,756	64,993	71,991	16,049	17,934	25,650	1
13	1,429		124	19						2
6,023	15,009	10,145	664	320						3
					932	1,746	1,342	405	237	4
3,223,069	3,548,325	2,419,291	2,257,791	1,629,189	12,698,007	13,797,690	13,311,201	16,906,123	19,581,485	
3,232	3,003	3,696	3,282	3,798						5
352	198	662	425	521						6
144		581	211	903						7
231,631	227,400	199,795	227,488	239,434	28,562	31,618	38,495	42,295	39,200	8
29,009	22,757	36,220	55,138	56,795						9
62,967	61,384	88,096	97,107	97,750						10
21,576	26,886	37,301	23,240	23,540						11
		1,942	1,888	4,229						12
5,376	5,899	8,964	10,389	9,945	4,183	4,713	215	1,510	224	13
7,160	9,445	6,339	7,026	5,562						14
1,090	5,124	2,563	5,382	3,371						15
31,252	42,825	51,469	53,948	70,546	31,509	21,688	28,801	20,618	24,849	16
253,009	252,291	321,239	314,995	281,462						17
292,511	309,685	381,610	381,351	360,941	31,509	21,688	28,801	20,618	24,849	
38,342	29,670	29,200	32,667	40,007						18
22,496	34,916	33,518	33,375	39,615						19
830	1,491	2,398	629	474						20
		6,682	5,437	4,413						21
9,093	8,772		7,339	5,820						22
	199	4,471								23
563,671	200,812				164,453	176,741	355,269	473,644	235,084	24
3,351	42,521	160,616	169,741	12,637	7,637		350			25
			83,877							26
5,984	5,995									27

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.	ENTERED FOR HOME CONSUMPTION.					
	1892.			1893.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$ cts.		\$	\$ cts.
1 Seeds and bulbous roots— <i>Con.</i> Garden, field and other seeds for agricultural or other purposes, N.O.P., when in bulk or in large parcels.		354,908	35,494 88		413,868	41,389 34
2 Garden, field and other seeds for agricultural or other purposes, N.O.P., when in small papers or parcels		3,967	991 45		3,461	865 12
3 Jute						
4 Mustard lbs.	42,126	1,241		46,733	2,124	
5 Other seeds, N.E.S.		3,813	761 20		2,063	412 60
6 Seeds of fruit or forest trees.						
7 Sesame						
8 Sugar beet						
9 Sugar cane						
10 Turnips and mangolds. lbs.	273,436	22,746		304,180	29,483	
11 Bulbous roots		604	120 89		1,373	274 60
12 Seeds, aromatic, not edible, and crude, viz.:— Anise, anise-star, caraway, coriander, cardamom, cummin, fennel and fennel. lbs.	78,880	5,194		51,487	2,979	
Total, seeds and bulbous roots.		603,588	47,931 84		478,221	44,113 08
13 Shellac, white, for manufacturing purposes.						
14 Ships and other vessels		17,832	1,783 20		26,307	2,630 70
15 Ships' boilers, steam engines and other machinery		4,067	1,016 75		8,546	2,136 50
16 Ships and vessels, repairs on		3,131	814 05		5,715	1,465 35
Total, ships.		25,030	3,614 00		40,568	6,232 55
17 Silk and manufactures of:— Bolting cloths, not made up		17,587			22,828	
18 Dress and piece goods		595,106	178,551 63		815,505	244,654 17
19 Handkerchiefs		127,774	38,335 44		137,912	41,373 25
20 Hosiery		5,989	1,796 70		5,858	1,757 40
21 Clothing not otherwise provided		196,577	58,980 27		298,214	89,464 28
22 Ribbons		422,081	126,624 24		527,264	158,179 28
23 Sewing and embroidery silk and silk twist		33,319	8,330 09		31,661	7,917 05
24 Shawls		1,737	521 10		1,181	354 30
25 Silk, raw, or as reeled from the cocoon, not being doubled, twisted or advanced in manufacture in any way. lbs.	78,245	260,299		54,619	206,325	
26 Silk cocoons and silk waste		180			146	
27 Silk in the gum or spun, not more advanced than singles, tram and thrown, organzine, not coloured. lbs.	1,468	3,846	576 90	2,235	5,994	899 10
28 do do coloured "	60	319	79 75			

## Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
%	%	%	%	%	%	%	%	%	%	
81,036	186,062	257,220	429,485	427,520						1
2,194	3,109	6,180	3,967	3,461						2
949	424	1,743	1,241	2,124						3
13,533	9,390	1,969	3,883	2,063	3,954	6,175	3,073	2,766	5,844	4
361	87									5
25	32									6
184	7,156									7
18	24									8
	2,140	24,104	22,746	29,483						9
12,603	16,009	451	604	1,373						10
										11
3,853	5,106	3,078	5,194	2,979						12
696,855	487,854	466,514	733,514	491,873	176,044	182,916	358,692	476,410	240,928	
4,356	449									13
15,872	39,547	58,529	17,832	26,307	303,587	484,148	280,474	506,747	363,916	14
2,948	9,943	14,404	4,067	8,546						15
9,327	3,805	6,671	3,131	5,715						16
28,147	53,295	79,604	25,030	40,568	303,587	484,148	280,474	506,747	363,916	
13,136	12,795	17,828	17,587	22,828						17
587,464	598,063	560,691	613,974	820,874						18
105,174	110,884	119,274	128,908	139,731						19
6,738	7,450	6,367	5,989	5,858						20
124,072	175,887	200,272	196,635	300,781						21
565,492	690,460	623,014	422,089	526,421						22
71,560	53,119	32,678	33,241	31,662						23
1,125	2,191	2,173	1,737	1,181						24
162,373	192,824	171,940	260,299	206,325						25
865	705	586	180	146						26
11,652	7,379	5,815	3,846	5,994						27
101	132		319							28

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ENTERED FOR HOME CONSUMPTION.						
ARTICLES.	1892.			1893.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		£	£ cts.		£	£ cts.
1 Silk and manufactures of— <i>Con.</i>						
2 Silk plush netting used in the manufacture of gloves.....		1,055	158 25		64	9 60
3 Silks and all manufactures of, not otherwise provided for, or of which silk is the component part of chief value.....		919,077	275,729 74		810,607	243,183 28
Velvets..... yds.	262,135	149,229	44,768 70	216,973	129,276	38,799 15
Total, silks and manufactures of.....		2,734,175	734,452 81		2,992,835	826,590 86
4 Silver ( <i>sec</i> gold and silver), under metals.....						
5 Slate and manufactures of:						
6 Flagging, for walks.....					2	0 33
7 Mantels.....		1,121	336 30		1,265	379 50
8 Roofing slate, black or blue, when split or dressed only... squares.	7,401	29,316	5,920 80	6,166	24,147	4,932 47
9 Roofing slate, red, green or other colour, dressed only... squares.	750	5,127	750 34	484	2,805	484 00
10 School and writing slates, porcelain, &c. No.	330,952	7,630	4,835 52	487,983	11,170	7,110 53
11 Slate pencils.....		2,230	557 50		2,321	580 25
Slate of all kinds, and manufactures of, N.E.S..... sq. ft.	31,672	5,017	1,571 02	42,295	9,469	2,790 05
Total, slate.....		50,441	13,971 48		51,179	16,277 13
12 Soap:—						
13 (Exports)						
14 Common brown and yellow, not per- fumed... lbs.	640,170	34,589	9,602 81	868,024	48,650	13,020 43
15 Common, soft and liquid, not per- fumed... lbs.	78,326	2,927	585 40	73,087	3,306	661 20
16 Castile, mottled or white, and white soap..... lbs.	384,020	19,775	7,680 22	386,748	19,816	7,734 97
17 Harness..... "	4,441	592	177 60	4,021	495	148 50
18 Perfumed and toilet..... "	139,408	46,560	18,596 93	139,955	45,648	18,561 30
Powders, pumice, silver and mineral soaps, sapolio and other like articles..... lbs.	811,197	62,494	24,335 66	815,125	59,044	24,453 83
Total, soap.....		166,937	60,978 62		176,959	64,580 23
19 Spices:—						
20 Ginger and spices of all kinds (ex- cept nutmeg and mace) un- ground..... lbs.	1,554,917	121,682	12,168 15	1,741,629	129,036	12,917 95
21 do do ground..... "	178,627	15,162	3,792 95	154,475	13,999	3,500 39
22 Nutmegs and mace..... "	94,230	41,204	10,301 00	102,805	46,376	11,594 00
Total, spices.....		178,048	26,262 10		189,411	28,012 34
22 Spirits and wines, viz.:—						
Absinthe..... galls.	513	985	1,090 78	576	994	1,225 11

# Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
	695	491	1,055	64						1
1,094,468	1,015,676	961,988	923,545	814,910						2
196,920	189,660	163,102	151,683	128,577						3
2,941,835	3,057,716	2,865,728	2,761,087	3,005,352						4
				2						5
1,753	1,715	926	1,121	1,265						6
27,007	9,742	27,537	29,316	24,147						7
6,247	6,121	7,047	5,127	2,805	398	3,268		1,507	2,654	8
2,172	2,040	2,253	7,718	11,124						9
		2,597	2,262	2,394						10
4,159	3,253	5,783	5,017	9,469						11
41,338	22,871	46,143	50,561	51,206	398	3,268		1,507	2,654	
					4,589	3,863	8,970	3,006	6,063	12
13,220	22,129	23,754	34,646	53,771						13
2,385	1,867	1,720	2,903	3,306						14
11,708	18,307	17,723	19,663	20,891						15
		235	576	592						16
37,597	45,428	46,357	47,771	45,812						17
49,433	52,266	60,964	62,188	60,473						18
114,343	140,232	151,094	167,763	184,748	4,589	3,863	8,970	3,006	6,063	
										19
167,561	150,867	154,769	125,889	130,842						20
17,291	25,372	22,412	16,079	14,167						21
38,673	35,275	42,579	40,120	48,416						22
223,525	211,514	219,760	182,088	193,425						
1,035	1,661	869	658	980						22



No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
Spirits and wines— <i>Con.</i>			§	§ cts.		§	§ cts.
1	Alcohol, amyl or fusel oil, or any substance known as potato spirit or potato oil. . . . . galls.	55	50	116 77	389	261	826 50
2	Brandy, including artificial brandy and imitations of brandy . . . galls.	182,832	343,354	388,562 55	194,319	353,616	412,939 57
3	Cordials and liqueurs of all kinds, N.E.S.; mescal, pulque, rum shrub, schiedam and other schnapps; tafia, angostura and similar alcoholic bitters or beverages. . . . . galls.	16,575	36,865	35,210 35	14,931	33,156	31,730 17
4	Ethyl, or the substance known as alcohol, hydrated oxide of, or spirits of wine . . . . .			2 1 66	280	157	596 07
5	Gin of all kinds, N.E.S. . . . . galls.	366,627	160,495	779,084 04	413,381	170,889	878,440 09
6	Methyl, wood alcohol, wood naphtha, pyroxylic spirits, wood spirits, or methylated spirits . . . . . galls.	19	52	40 64	3	6	6 81
7	Rum. . . . . "	77,168	45,964	164,000 00	82,287	45,483	174,868 86
8	Spirits unenumerated, not sweetened or mixed, &c . . . . .						
9	Spirits, N.E.S. . . . .						
10	Vermouth and ginger wine containing not more than 40 per cent of proof spirits. . . . . galls.	8,145	7,617	6,108 75	9,321	8,299	6,990 34
11	Vermouth and ginger wine containing more than 40 per cent of proof spirits . . . . .				2	9	3 91
12	Nitrous ether, sweet spirits of nitre and aromatic spirits of ammonia . . . . . galls.	424	1,339	1,307 48	329	750	922 69
13	Whisky . . . . . "	181,402	241,637	385,481 26	201,097	272,238	427,340 82
14	All spirituous or alcoholic liquors, N.O.P. . . . . galls.	3,310	3,438	7,033 60	2,811	2,502	5,964 56
15	Wines of all kinds, excepting sparkling wines, including orange, lemon, strawberry, raspberry, elder and currant wines. . . . .	837,070	841,798	1,768,037 88	919,726	888,360	1,941,855 50
16	Containing 26 p. c. or less of spirits . . . . . galls.	235,050	178,613	112,363 63	216,532	163,848	103,321 13
17	Containing over 26 p.c. and not over 27 p. c. . . . .	60,592	31,013	26,382 09	59,391	28,457	25,260 75
18	do 27 do 28 do . . . . .	29,302	18,166	14,528 67	33,685	19,171	16,196 57
19	do 28 do 29 do . . . . .	15,662	11,473	8,775 20	21,507	15,298	11,909 60
20	do 29 do 30 do . . . . .	17,753	16,384	11,489 40	15,828	15,390	10,483 76
21	do 30 do 31 do . . . . .	17,735	20,090	13,135 46	13,524	15,436	10,055 56
22	do 31 do 32 do . . . . .	22,271	26,929	17,671 03	22,519	27,556	17,970 93
23	do 32 do 33 do . . . . .	23,089	28,199	19,084 14	23,613	28,678	19,473 91
24	do 33 do 34 do . . . . .	22,365	29,126	19,700 69	18,261	23,495	16,013 80
25	do 34 do 35 do . . . . .	14,165	20,039	13,379 79	15,109	18,432	13,386 22
26	do 35 do 36 do . . . . .	6,489	8,876	6,233 17	8,582	9,652	7,621 23
27	do 36 do 37 do . . . . .	5,151	6,208	4,850 15	5,026	5,632	4,607 00
28	do 37 do 38 do . . . . .	2,181	1,783	1,865 31	3,626	2,799	3,053 51
29	do 38 do 39 do . . . . .	1,528	782	1,212 64	323	607	388 82
30	do 39 do 40 do . . . . .	308	357	313 46	235	575	329 62
Total, wines, not sparkling . . galls.		473,641	398,038	270,984 83	457,761	375,026	260,072 41

## Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
%	\$	%	%	%	\$	\$	\$	\$	\$	
	772	86	48	261						1
386,577	399,802	359,158	394,575	363,543	6,393	4,576	16,915	2,801	2,556	2
34,813	36,484	32,437	43,679	34,836						3
193,753	222,030	155,593	174,581	182,058	1,146	2,867	3,262	2,212	1,229	4
45,698	56,574	54,304	78,477	68,270	5,429	13,482	20,498	16,247	21,034	6
1,895										8
14,112										9
	4,010	7,680	6,821	7,464						10
	15			9						11
195,299	229,636	249,454	279,311	307,454	18,840	26,825	46,736	90,241	140,834	12
	1,470	3,365	4,028	8,127	40	1,047	740	835	3,398	14
873,182	953,140	866,069	983,662	973,919	31,848	48,797	88,151	112,336	169,051	
					8,709	11,035	10,990	7,313	14,165	15
299,753	235,093	188,326	202,481	171,188						16
23,872	23,895	22,660	28,845	25,601						17
12,774	15,697	24,781	23,392	17,280						18
13,628	14,629	13,240	11,778	13,484						19
13,963	23,368	18,393	12,786	12,848						20
21,223	28,011	22,082	18,601	15,897						21
27,324	27,143	29,741	24,928	23,169						22
29,164	33,029	24,504	30,991	26,145						23
23,107	29,654	26,810	23,659	24,728						24
19,629	17,488	21,284	17,100	14,877						25
7,485	9,244	7,805	9,009	13,990						26
6,130	6,093	6,180	3,500	5,212						27
1,506	801	226	4,000	2,120						28
865	373	388	1,111	577						29
1,091	258	274	316	575						30
411,514	464,776	406,688	412,497	367,691	8,709	11,035	10,990	7,313	14,165	

## No. 2.--ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.							
		1892.			1893.				
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.		
Spirits and wines-- <i>Concluded.</i>			\$	\$	cts.	\$	3	cts.	
Champagne and all other sparkling wines:									
1	In bottles containing each not more than a quart and more than a pint, old wine measure. . . . . doz.	6,786	86,446	48,326	10	6,440	84,787	46,691	06
2	In bottles containing not more than a pint and more than half a pint, old wine measure. . . . . doz.	13,056	88,057	47,967	27	11,966	81,136	44,101	28
3	In bottles containing one half pint each or less. . . . . doz.	312	707	485	94	223	561	351	16
4	In bottles containing more than one quart each. . . . .		210	112	50		301	167	85
Total sparkling wines. . . . .			175,480	96,891	81		166,785	91,311	35
Grand total spirits and wines. . . . .			1,415,316	2,135,914	52		1,430,171	2,293,299	26
5	Sponges. . . . .		39,210	7,842	00		41,604	8,320	80
6	Spurs and stilts, used in the manufacture of earthenware. . . . .		803				879		
7	Starch, including farina, corn starch, &c., not sweetened or flavoured. lbs.	829,855	44,097	16,597	38	747,508	42,058	14,953	66
8	Starch, including farina, corn starch, &c., sweetened or flavoured. . . . . lbs.	14,590	1,690	583	61	15,414	1,515	616	56
Total starch. . . . .			45,787	17,180	99		43,573	15,570	22
Stone and manufactures of:--									
9	Building stones (except marble) from the quarry, not hammered or chiselled. . . . . tons.	474	10,381	3,114	90				
10	Building stone, freestone, limestone, Burrstones in blocks, rough or unmanufactured, not bound up or prepared for binding into millstones. . . . . No.	584	1,464			2,664	3,552		
11	Chalk. . . . .		7,390	1,478	00		7,637	1,527	40
12	do china or Cornwall and cliff stone and felspar, ground or unground. . . . .		2,168				2,329		
13	Flint, flints and ground flint stones. . . . . cwt.	13,059	2,590			4,091	2,707		
14	Flagstones, sawn or dressed. . . . . tons.	1,571	15,048	3,143	07	884	8,500	1,768	68
15	Gannister. . . . . cwt.					504	114		
16	Granite and freestone, dressed, and all other building stone except marble. . . . . tons.					1,063	8,901	2,665	13
17	Granite and freestones, rough, sand stone and building stone. . . . . tons.	14,557	85,169	14,556	94	9,103	47,609	9,103	67
18	Gravel and sand. . . . . " "	25,469	27,890			26,065	31,739		
19	Grindstones, not mounted and not less than 12 inches in diam. tons.	1,484	19,761	2,973	21	1,682	20,987	3,367	11
20	Gypsum, crude. . . . . tons.	626	1,182			496	1,014		
21	Lithographic stones, not engraved. . . . .		5,047	1,009	40		4,449	889	80
22									

# Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
%	%	%	%	%	%	%	%	%	%	
65,227	86,217	127,819	87,445	106,281						1
55,120	83,458	117,654	89,723	96,104						2
252	1,242	1,051	706	405						3
1,311		228	116	658						4
121,910	170,917	246,732	177,990	203,448						•
1,406,606	1,558,833	1,519,509	1,574,149	1,545,058	40,557	59,832	99,141	119,649	183,216	
28,816	34,542	40,352	40,555	39,889						5
427	446	508	803	879	40,557	59,832	99,141	119,649	183,216	6
} 56,160	64,007	50,407	44,809	41,318	29,336	1,098	13,691	21,244	5,814	7
		2,961	1,690	1,267						8
56,160	64,007	53,368	46,499	42,585	29,336	1,098	13,691	21,244	5,814	
			10,481							9
						54,896	38,504	49,418	33,228	10
5,465	2,506	2,089	1,464	3,552						11
5,256	6,037	7,202	7,392	7,678						12
80	1,184	991	2,168	2,329						13
10,475	2,039	1,393	2,590	2,707						14
15,451	48,995	36,348	15,048	8,506						15
149				114						16
10,591	5,699	19,771		8,901			5,688		497	17
89,723	126,456	158,939	77,349	47,609						18
33,907	36,768	23,620	27,890	31,739	42,067	60,359	63,326	60,285	117,760	19
25,537	20,569	16,991	19,761	20,987	23,555	21,673	24,568	23,465	25,702	20
2,472	1,928	640	1,182	1,185	189,491	193,899	184,977	194,304	178,979	21
4,583	4,071	6,291	4,762	4,873						22

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.	ENTERED FOR HOME CONSUMPTION.					
	1892.			1893.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
	\$	\$ cts.		\$	\$ cts.	
Stone and manufactures of— <i>Con.</i>						
1 Manufactures of stones, N.E.S. ....		39,479	11,845 00		49,323	14,798 25
2 Ornamental, granite, marble, &c., unwrought. ....						
3 Ornamental, granite, marble, &c., wrought. ....						
4 Plaster of Paris, or gypsum, ground not calcined. .... lbs.	310,250	2,149	310 30	140,830	442	140 80
5 Plaster of Paris, or gypsum, calcined or manufactured. .... lbs.	1,166,200	5,595	1,749 32	552,130	3,143	828 19
6 Tufa, calcareous, imported from the United States of America for use in the manufacture of fibre-ware or sulphate fibre and for no other purpose, O.C. .... cwt.	11,890	1,025				
Total stone and manufactures of		226,338	40,180 14		192,446	35,089 03
Sugars, syrups and molasses :						
7 Maple. ....						
8 All others, N.E.S. .... lbs.	17,744,202	551,851	77,828 92	1,305,194	46,091	10,335 91
9 do do " .... "	327,674,283	8,530,672		252,474,140	6,628,419	
10 Syrup, sugar-house. ....						
11 Molasses, syrups, &c. .... galls.	3,553,769	814,421	70,277 92	3,753,110	802,748	61,821 64
12 Molasses, second process, testing by polariscope less than 35 degrees, imported by manufacturers of blacking for use in their factories in the manufacture of blacking. .... lbs.	17,850	424		3,039	70	
13 Sugar candy, brown or white, and confectionery, including sweeten- ed gums and candied peels. .... lbs.	713,945	94,942	42,193 16	697,305	86,612	39,037 36
14 Glucose or grape sugar, glucose syrup or corn syrup. .... lbs.	2,425,816	58,234	36,393 52	2,457,736	55,107	36,878 65
15 Saccharine. .... "	14	19	14 38	88	282	56 40
Total sugars, syrups and molasses		10,050,563	226,707 90		7,619,329	148,129 96
16 Tallow .... lbs.	924,016	46,652	9,240 16	612,749	33,978	6,127 49
17 Tar and pitch (pine) in packages of not less than 15 galls. .... brls.	6,514	14,776		6,087	14,011	
18 Tar coal and coal pitch .... "	14,731	34,471	3,447 60	11,563	21,932	2,193 20
Total tar. ....		49,247	3,447 60		35,943	2,193 20
19 Tea, black. .... lbs.	8,750,489	1,521,099		7,785,512	1,324,699	
20 do black, imported from U.S. .... "	188,104	31,279	3,133 00	141,406	27,589	2,758 90
21 do green and Japan. .... "	13,278,214	2,047,242		9,697,036	1,562,142	
22 do green and Japan, imported from U.S. .... lbs.	376,812	51,320	5,132 00	410,943	61,022	6,102 10
Total tea. ....		3,650,940	8,265 00		2,975,452	8,861 00
23 Teasels. ....		1,498			1,526	

## Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.				
Value.					Value.				
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
61,905	84,464	60,490	38,705	49,816					
					44,532	11,225	9,307	1,171	11,605
					23,714	26,328	15,254	10,214	4,188
372	2,136	215	2,149	442	640	628	1,219	1,372	29,457
8,513	6,004	8,412	5,595	3,143					
			1,025						
274,479	348,856	343,392	217,561	193,575	323,999	369,008	342,843	340,229	401,416
5,570,466	5,580,574	5,380,424	7,806,737	6,510,579	27,115 867	16,768 59,261	22,095 51,507	51,410 65,546	50,151 355,683
1,047,704	1,159,609	1,060,410	918,250	884,983	5 42,078	30 35,117	1,707 70,944	37 70,048	21 69,674
				19					
121,617	142,635	132,743	93,273	88,747					
44,176	21,085 17	316 23	56,010 19	55,261 282					
6,783,963	6,903,920	6,573,916	8,874,289	7,539,871	70,065	111,176	146,253	187,041	475,529
36,269	36,229	33,185	46,652	33,978	5,042	1,808	4,262	425	2,283
12,702 31,795	11,538 19,345	19,443 39,111	14,776 36,121	14,011 26,892		15,277	31,905	26,980	22,174
44,497	30,883	58,554	50,897	40,903		15,277	31,905	26,980	22,174
1,597,729 21,372	1,556,122 38,249	1,483,413 62,741	1,521,133 31,867	1,324,699 27,724	44,830	43,863	47,406	211,714	78,317
1,336,953	1,395,246	1,336,879	2,047,242	1,562,142					
52,565	85,162	95,383	65,243	61,562					
3,008,619	3,074,779	2,973,416	3,665,485	2,976,127	44,830	43,863	47,406	211,714	78,317
973	3,089	1,717	1,498	1,526					

No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$	cts.	\$	\$	cts.
Tobacco and manufactures of:—							
1	Cigarettes . . . . . lbs.	7,771	17,004	19,794 62	6,721	15,122	17,229 13
2	Cigars. . . . . " "	70,940	203,198	192,683 72	83,264	233,338	224,880 39
3	Tobacco, cut. . . . . " "	49,369	19,764	24,674 54	41,366	15,454	20,558 23
4	Snuff . . . . . " "	9,478	2,710	3,655 20	7,107	1,912	2,726 65
5	All other manufactures of tobacco, N. E. S. . . . . lbs.	74,439	27,790	29,527 37	68,020	24,839	26,910 97
6	Tobacco, unmanufactured . . . . . " "	13,980,804	1,716,873		13,072,691	1,717,495	
7	Leaf, raw, samples of . . . . . " "	308	195	92 20	494	140	148 16
8	Stems and cuttings . . . . . " "						
Total tobacco and manufactures of. . . . .			1,987,534	270,427 65		2,008,300	292,453 53
9	Tobacco pipes of all kinds, pipe mounts, cigar and cigarette holders and cases for same . . . . .		164,486	57,580 29		168,874	59,104 17
10	Trunks, purses and pocket-books, valises, hat boxes, and carpet bags and satchels . . . . .		69,032	23,403 96		79,660	26,878 08
11	Treenails . . . . . M	12	1,087		23	1,434	
12	Tortoise and other shells . . . . .		3,431			1,508	
13	Turtles . . . . . No.	591	726		378	651	
14	Turpentine, spirits of . . . . . galls.	556,486	201,874	20,187 40	496,004	164,855	16,485 50
15	Turpentine, raw or crude. . . . . lbs.	820	24		6	3	
16	Umbrellas, parasols and sunshades of all kinds and materials . . . . .		270,267	94,595 58		292,379	102,333 06
17	Unenumerated articles paying 20 p.c. <i>ad valorem</i> duty . . . . .		140,553	28,140 65		110,808	22,170 37
18	Vaccine and ivory vaccine points. . . . .		125			384	
19	Varnish, lacquers, japans, japan dryers, liquid dryers, collodion and oil finish, N.E.S. . . . . galls.	38,811	77,436	27,122 29	40,607	72,805	26,345 94
20	Varnish, black and bright for ships' use . . . . . " "	2,852	816		2,220	561	
Total varnishes . . . . .			78,252	27,122 29		73,366	26,345 94
Vegetables, viz.:							
21	Citrons and melons . . . . . No.	5,564	942	235 35	113,001	13,995	3,498 33
22	Potatoes . . . . . bush.	99,256	48,281	14,888 83	53,296	37,571	7,995 22
23	Tomatoes, fresh. . . . . " "	16,058	28,671	7,684 90	14,003	27,062	6,909 04
24	Indian corn, canned . . . . .						
25	Tomatoes and other vegetables, including corn and baked beans in cans or other pkgs., weighing not over one pound. . . . . lbs.	338,162	28,817	6,766 98	245,509	23,178	4,908 20
26	Tomatoes and other vegetables, including corn and baked beans in cans or pkgs. weighing over one pound. . . . . " "	128,380	9,928	3,160 77	72,020	5,321	1,721 98
27	All other. . . . .						
28	Fresh or dry salted including sweet potatoes and yams, N.E.S. . . . .		122,460	30,614 55		113,504	28,376 14

# Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
%	%	%	%	%	%	%	%	%	%	
211,192	231,114	13,003	17,769	15,395	2,106	1,856	28	1,353	8,723	1
	6,183	244,120	213,322	243,820						2
	2,922	24,951	20,356	15,117						3
		2,173	2,473	2,140						4
66,144	58,923	38,623	26,640	25,083	22,511	19,752	11,366	17,028	36,419	5
1,340,344	1,424,231	1,617,700	1,842,098	1,833,619	73,841	50,076	39,636	39,953	71,370	6
308	164	72	179	93						7
					6,926	14,314	7,522	9,777	12,495	8
1,620,910	1,723,141	1,940,642	2,122,837	2,135,267	103,384	85,998	58,552	68,111	129,007	
122,075	139,972	114,011	167,079	164,588						9
88,731	79,958	77,292	70,329	82,378						10
3,188	3,866	2,873	1,087	1,434						11
591	248	2,224	3,431	1,508						12
758	851	709	726	651						13
194,713	222,043	201,578	200,919	164,927						14
174	18	88	24	3						15
303,336	330,144	297,872	270,117	292,349						16
111,512	165,124	204,758	140,259	115,516						17
210	23	5	125	384						18
83,934	87,827	65,767	77,972	73,861						19
691	792	658	816	561						20
84,625	88,619	66,425	78,788	74,422						
23,099	26,595		942	13,995						21
24,496	54,299	31,306	48,582	37,815	287,763	495,745	1,693,674	295,421	421,958	22
21,974	25,872	23,785	28,671	27,062		2,979	30		473	23
										24
18,016	30,771	33,010	35,209	13,122						25
					11,042	13,886	13,600	1,273	29,963	
12,525	8,074	13,402	8,567	4,618						26
					59,182	88,034	90,061	79,707	117,075	27
98,808	127,152	136,976	122,447	114,189						28



No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
			£	§ cts.		§	§ cts.
1	Vegetables— <i>Con.</i> Prepared or preserved of all kinds, N.E.S. ....						
	Total vegetables .....	239,099	63,351 38		220,631	53,408 91	
2	Vinegar, of any strength not exceed- ing strength of proof..... galls.	36,176	8,127 5,426 60	33,170	8,434	4,974 39	
3	Vinegar, above strength of proof “	4,810	2,044 1,320 60	3,964	1,697	1,074 17	
4	Watches.....		36,197 9,047 79		47,134	11,789 22	
5	Watch cases.....		60,043 21,011 61		57,260	20,040 56	
6	Watch actions or movements.....		301,303 30,130 30		298,411	29,842 00	
	Total watches and movements.....		397,543 60,189 70		402,805	61,671 78	
7	Wax, and manufactures of, N.E.S. ....		18,793 3,757 60		18,093	3,619 60	
8	Webbing, elastic.....		115,697 28,926 55		122,108	30,526 75	
9	Webbing, non-elastic.....		5,318 1,063 60		7,485	1,497 00	
	Total webbing.....		121,015 29,990 15		129,593	32,023 75	
10	Whalebone, unmanufactured.....		2,169		1,994		
11	Whips, N.E.S. .... dcz.	3,027	10,513 4,667 55	1,630	5,397	2,434 53	
12	Square reeds and raw-hide centres, textile leather or rubber heads, thumbs and tips, and steel, iron or nickel caps for whip ends, im- ported by whip manufacturers for use in the manufacture of whips in their own factories, O.C.....		4,218		5,114		
	Wood and manufactures of:—						
	Barks:—						
13	Hemlock..... cords.	91	277		2,418		
14	Oak and tanners..... “	529	4,398		2,756		
15	Corkwood or cork bark.....		54,021		72,963		
16	Wood for fuel.....		14,016		20,680		
17	Wood of the persimon and dogwood trees imported in blocks for the manufacture of shuttles.....		51		451		
	Wood partly manufactured:—						
18	Bamboo reeds, not further manu- factured than cut into suitable lengths for walking sticks or canes or for sticks for umbrellas, para- sols or sunshades, and bamboos unmanufactured.....		3,347		4,567		
19	Felloes of hickory wood, rough sawn to shape only, or rough sawn and bent to shape, not planed, smoothed or otherwise manufac- tured, when imported by manu- facturers of carriage and cart wheels to be used in the manufac- ture of such articles in their own factories only, O.C. ....		7,377		14,220		

# Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
8,032										1
205,945	272,763	238,479	244,418	210,801	357,987	600,644	1,797,365	376,401	569,469	
8,897	10,250	9,432 792	8,476 1,983	8,691 1,991	153	68	28	20	55	2 3
60,189	58,397	56,075	35,546	47,119						4
161,563	165,825	81,263	60,043	57,260						5
353,409	429,702	370,488	301,303	298,411						6
575,161	653,924	507,826	396,892	402,790						
12,307	15,619	14,316	18,811	18,879						7
	4,544	107,731	115,873	122,108						8
	1,889	5,285	5,318	7,485						9
	6,433	113,016	121,191	129,593						
1,145	892	2,028	2,169	1,994						10
57,023	30,727	18,425	9,689	5,395						11
1,499	1,549	3,778	4,218	5,114						12
219	15	67	277	2,418	154,699	141,144	213,455	217,552	205,495	13
1,881	1,520	5,547	4,398	2,756						14
48,547	58,604	67,540	54,021	72,963						15
20,073	26,546	22,310	14,016	20,680	340,030	281,298	314,870	370,301	354,429	16
	1,118		51	451						17
1,083	2,587	5,643	3,347	4,567						18
	15,053	22,014	7,377	14,220						19

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.	ENTERED FOR HOME CONSUMPTION.					
	1892.			1893.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
Wood and manufactures of— <i>Con.</i>		\$	\$ cts.		\$	\$ cts.
1 Wood, partly manufactured— <i>Con.</i>						
Hickory billets, to be used in the manufacture of axe, hatchet, ham- mer and other tool handles, when imported for such use.		1,704			4,297	
2 Hickory, sawn to shape for spokes of wheels		12,873			14,427	
3 Hickory spokes, rough turned, not tenoned, mitred, throated, faced, sized, cut to length, round ten- oned or polished.		57,190			64,027	
4 Knees and futtocks.						
Wood, manufactures of :—						
5 Barrels, empty						
6 Barrels containing petroleum or its products, or any mixture of which petroleum is a part. . . . . No.	134,745	209,102	53,898 67	145,774	228,348	58,309 45
7 do do of Canadian manufacture, returned empty. No.	11,944	7,743		6,881	4,418	
8 Barrels containing linseed oil. "	19,402	24,495	4,850 50	13,786	16,550	3,446 50
9 do do salted meats, N.E.S.						
10 Clothes wringers.						
11 Fishing rods.		8,477	2,543 15		9,450	2,835 12
12 Furniture, house, cabinet or office, including hair, spring and other mattresses, bolsters and pillows.		334,979	117,281 16		302,035	105,739 31
13 Caskets and coffins of any material.		5,631	1,970 85		7,309	2,558 15
14 Doors, sashes and blinds.						
15 Hubs, spokes, felloes and parts of wheels, rough, hewn or sawn only.		716	107 40		877	131 55
16 Matches and match splints.						
17 Mouldings, plain		2,915	728 75		2,172	542 90
18 Mouldings, gilded or otherwise, further manufactured than plain.		49,580	14,876 98		41,592	12,477 60
19 Rakes, hay . . . . . No.	170	35	12 25	509	210	73 85
20 Shingles . . . . . M.	995	954	190 80	982	1,631	326 20
21 Show cases . . . . . No.	241	2,752	1,444 85	170	1,568	888 22
22 Spool wood and spools						
23 Woodenware, pails, tubs and churns		5,756	1,439 00		5,436	1,359 00
24 Manufactures of wood, N.E.S.		331,216	82,818 96		306,538	76,659 37
25 Lumber and timber, N.E.S.		44,087	8,817 30		54,168	10,834 55
26 Picture frames		29,550	10,342 46		26,710	9,354 18
27 Umbrella, parasol and sunshade sticks or handles, N.E.S.		8,804	1,760 80		8,077	1,615 40
28 Veneers of wood, not over one- sixteenth of an inch in thickness.		54,945	5,495 10		48,012	4,801 16
29 Walking sticks and canes of all kinds, N.E.S.		14,447	3,612 75		9,643	2,410 85
30 Wood pulp		361	90 25		1,781	445 25
Wood, unmanufactured :—						
31 Other articles, produce of forest.						
32 Logs and round unmanufactured timber, N.O.P.		232,723			266,990	
33 Cedar logs, capable of being made into shingle bolts.						
34 Elm						
35 Hemlock						
36 Oak						

## Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
2,317	8,410	1,273	1,704	4,297						1
51,334	45,399	9,033	12,873	14,427						2
		55,726	57,190	64,027						3
					14,868	31,912	25,207	14,169	14,056	4
					32,993	52,197	50,734	66,153	55,840	5
189,039	201,468	185,086	212,152	227,934						6
	5	4,293	7,743	4,418						7
	6,597	26,094	24,194	16,515						8
88,687	105,246	920								9
4,183										10
4,468	4,507	6,777	8,477	9,450						11
290,512	354,689	318,518	336,513	312,989	198,549	182,462	140,188	68,162	177,197	12
2,579	4,160	1,810	5,559	7,383	52,889	69,474	86,450	123,144	130,349	13
										14
2,633	2,980	2,157	716	877						15
						114,712	168,237	196,184	204,410	16
2,729	1,699	1,613	2,915	2,172	7,233	14,170	5,153	7,083	23,164	17
32,768	43,661	47,860	49,665	41,592						18
			35	210						19
2,635	2,880	2,067	855	1,631	496,815	460,742	578,083	719,548	849,471	20
1,798	3,140	2,586	2,802	1,596						21
						98,774	90,783	111,314	83,123	22
37,198	20,990	5,565	5,793	5,499	11,719	14,630	18,038	7,477	11,476	23
437,445	452,550	396,924	332,712	307,125	424,969	204,723	230,888	213,063	187,724	24
420,421	353,234	184,930	98,151	104,015	955,890	873,721	548,497	390,249	902,363	25
21,671	22,519	26,626	30,328	27,069						26
	2,398	4,576	8,782	8,077						27
54,446	50,078	38,617	54,945	48,155						28
	183	10,830	14,463	9,638						29
		1,996	361	2,663		168,228	280,619	355,303	455,893	30
					243,990	186,512	158,831	158,941	73,829	31
360,337	256,475	859,898	232,723	266,990						32
						9	43	3	64	33
					136,754	144,935	155,503	208,709	219,065	34
					24,367	12,372	10,077	21,505	27,496	35
					52,205	39,445	21,400	21,297	21,087	36

No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
	Wood and manufactures of— <i>Con.</i>		\$	\$	\$	\$	
	Wood, unmanufactured— <i>Con.</i>						
	Logs, &c.— <i>Con.</i>						
1	<i>Fine</i> .....						
2	<i>Spruce</i> .....						
3	<i>Tamarac</i> .....						
4	All other.....						
	Lumber and timber, plank and board, sawn, not shaped, planed or otherwise manufactured than rough sawn or split:—						
5	Amaranth.....		7				
6	Basswood, butternut and hickory.....						
7	Boxwood..... M. ft.	6	231		4		
8	Cherry, chestnut, gunwood and hickory and whitewood.....	4,121	119,287		190,622		
9	Cocoboral.....	20	266		277		
10	Mahogany.....		33,533		22,004		
11	Oak.....	19,636	243,093		195,742		
12	Pitch pine.....	6,569	120,448		59,591		
13	Redwood.....	58	1,565		6,208		
14	Rosewood.....		131		150		
15	Spanish cedar.....	977	20,085		11,710		
16	Sycamore.....	60	2,350		1,366		
17	Walnut.....	2,749	134,700		110,412		
18	White ash.....	138	5,168		8,757		
19	African teak, black heart ebony, lignum vitæ, red cedar, redwood and satin wood.....		4,652		3,531		
20	Lumber, viz.:—						
21	Battens.....						
22	Deals, pine.....						
23	do spruce.....						
24	do ends.....						
25	Lath wood.....						
26	Laths, palings and pickets.....						
27	Planks and boards.....						
28	Joists and scantling.....						
29	Staves, standard.....						
30	do other and headings.....						
31	Hop, hoop, telegraph & other poles.....						
32	Masts and spars.....						
33	Piles and pile timber.....						
34	Posts, cedar, tamarac and other.....						
35	Shingle bolts of pine or cedar.....						
36	Sleepers and railway ties.....						
37	Stave bolts.....						
38	Shooks, box.....						
39	do other.....						
	Sawdust of the following woods:— Amaranth, cocoboral, boxwood, cherry, chestnut, walnut, gunwood, mahogany, pitch pine, rosewood, sandal wood, sycamore, spanish cedar, oak, hickory, whitewood, African teak, black heart ebony, lignum vitæ, red cedar, redwood, satin wood, white ash, persimmon and dogwood, O.C.....		1,160		1,821		

# Trade and Commerce

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
					94,287	261,626	313,281	651,540	1,057,345	1
					138,763	157,112	158,334	141,168	123,254	2
					63					3
					130,656	67,039	71,621	71,704	69,307	4
										5
				7	30,334	58,167	28,567	54,906	26,150	6
286	6,000	229	231	4						7
68,256	107,871	130,715	119,287	190,622						8
			266	277						9
21,977	24,138	26,563	33,533	22,004						10
82,184	114,417	241,023	243,093	195,742						11
83,694	171,802	152,498	120,448	59,591						12
9,891	9,521	5,863	1,565	6,208						13
133	456	410	131	150						14
8,641	13,793	9,879	20,085	11,710						15
		297	2,350	1,366						16
180,881	143,373	117,908	134,700	110,412						17
	150	3,083	5,168	8,757						18
										19
4,321	3,390	4,545	4,652	3,531						20
					1,131	11,199	2,936	7,918	3,095	21
					2,313,217	3,803,539	2,923,107	2,431,714	3,116,924	22
					4,900,332	5,871,470	5,497,590	4,602,919	5,063,678	23
					244,373	338,973	281,098	290,708	295,478	24
					57	5,040			6,491	25
					489,736	477,009	520,045	474,717	608,336	26
					8,618,306	8,104,577	8,963,434	8,353,055	9,904,491	27
					167,842	170,424	174,882	138,478	191,127	28
					11,839	13,286	10,130	2,365	5,387	29
					398,355	397,483	409,456	460,546	609,677	30
					97,534	92,326	144,396	83,581	114,030	31
					11,167	19,342	28,179	12,688	7,933	32
									63,957	33
						36,751	75,228	105,772	70,485	34
						4,975	295		1,722	35
					484,682	346,401	339,685	261,036	215,150	36
					122,621	110,093	133,308	91,784	103,365	37
					328,673	124,714	102,449	122,278	85,000	38
					92,869	95,097	107,610	67,121	51,252	39
										40
989	671	862	1,160	1,821						41

No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$ cts.		\$	\$ cts.	
Wood and manufactures of— <i>Con.</i>							
Timber, square, viz.—							
1	Ash .....						
2	Birch .....						
3	Elm .....						
4	Maple .....						
5	Oak .....						
6	Pine, red .....						
7	do white .....						
8	All other .....						
9	Wood, blocks and other, for pulp ..						
Miscellaneous wood manufactures, N.E.S., viz.—							
10	Cane and rattan, split or other- wise manufactured .....		8,672 2,168 00		11,135	2,783 75	
11	Corks and cork wood or cork bark, manufactured .....		66,324 23,329		69,779	13,956 83	
12	Ivory nuts, vegetable .....				38,941		
13	Rattans and reeds in their natural state .....		24,713		22,299		
14	Ostiers .....		312		574		
15	Wares, baskets and all manufac- tures of like material not other- wise provided for .....		13,300	3,325 01	15,021	3,756 25	
16	Willow for basket makers .....						
Total, wood and manufactures .....			2,347,848	331,039 89	2,314,265	315,305 44	
Wool and manufactures of .....							
17	Blankets .....	lbs.	120,735	40,625 20,201 84	64,273	23,137 11,056 15	
18	Cassimeres .....	"	93,737	66,520 22,677 70	117,837	75,503 26,885 04	
19	Cloths .....	"	2,205,504	1,715,448 563,672 17	2,319,391	1,744,122 580,780 92	
20	Coatings .....	"	1,084,895	678,530 244,195 71	1,238,316	738,920 271,601 46	
21	Doeskins .....	"	376	384 114 40	358	420 119 80	
22	Meltons .....	"	33,606	18,912 7,143 03	34,424	18,342 7,110 70	
23	Overcoatings .....	"	13,643	8,766 3,117 45	15,697	11,725 3,914 60	
24	Tweeds .....	"	941,219	783,161 250,770 52	1,036,345	835,837 270,802 83	
25	Felt cloth of every description, N. E.S. ....	lbs.	21,959	22,949 6,786 22	24,078	24,681 7,344 14	
26	Horse collar cloth .....	"	684	328 134 00	102	32 16 60	
27	Flannels, including plain and check- ed, of all colours .....	lbs.	279,238	212,512 70,433 51	271,015	207,216 68,545 33	
28	Shirts and drawers and hosiery, N. E.S. (knitted goods) .....	lbs.	425,038	394,953 121,508 31	318,618	307,758 93,427 05	
29	Shawls .....	"		133,349 33,340 95		152,617 38,155 25	
30	Socks and stockings of wool, worst- ed, the hair of the alpaca goat, &c., &c. ....	lbs.	350,500	334,898 150,513 65	445,170	455,912 181,284 78	
31	Yarn, spun from the hair of the alpaca or angora goat, when im- ported by manufacturers of braid for use exclusively in their fac- tories in the manufacture of such braids only (O. C.) .....	lbs.	1,552	1,979	2,616	1,265	
32	Yarn, knitting yarn, fingering yarn, worsted yarn .....	lbs.	257,364	184,190 62,575 27	242,916	165,219 57,340 36	

# Trade and Commerce.

and Exports into and from Canada, &c.—Continued.

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
.....	.....	.....	.....	.....	85,248	93,823	56,205	43,937	64,126	1
.....	.....	.....	.....	.....	160,331	234,634	204,577	235,277	212,090	2
.....	.....	.....	.....	.....	198,173	256,165	204,236	219,762	208,011	3
.....	.....	.....	.....	.....	8,656	12,577	6,220	4,103	4,319	4
.....	.....	.....	.....	.....	610,845	860,130	553,272	480,216	580,745	5
.....	.....	.....	.....	.....	107,522	105,549	83,340	62,041	78,130	6
.....	.....	.....	.....	.....	2,030,526	2,698,965	2,052,060	1,645,711	1,481,155	7
.....	.....	.....	.....	.....	39,843	102,282	81,213	60,240	36,248	8
.....	.....	.....	.....	.....	.....	80,005	188,998	219,458	386,092	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
6,734	10,126	4,449	8,558	11,135	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
52,165	66,369	82,758	75,893	68,275	.....	.....	.....	.....	.....	11
32,142	188,845	28,959	23,329	38,941	.....	.....	.....	.....	.....	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
18,656	16,291	25,818	24,713	22,299	.....	.....	.....	.....	.....	13
.....	10	459	312	574	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
15,330	20,905	15,609	13,420	14,909	.....	.....	.....	.....	.....	15
198	81	.....	.....	.....	.....	.....	.....	.....	.....	16
2,665,481	2,946,920	3,170,823	2,418,039	2,375,132	25,065,960	28,102,267	26,812,765	24,666,900	28,841,081	
.....	.....	.....	.....	.....	61,862	51,220	67,472	107,446	51,689	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
48,894	54,044	54,433	41,808	24,161	.....	.....	.....	.....	.....	19
494,184	60,845	70,538	64,805	75,454	.....	.....	.....	.....	.....	20
1,058,910	1,622,001	1,505,858	1,722,239	1,744,062	.....	.....	.....	.....	.....	21
788,716	781,538	662,912	673,154	751,450	.....	.....	.....	.....	.....	22
1,112	185	2,291	384	420	.....	.....	.....	.....	.....	23
40,757	19,381	22,356	13,361	18,135	.....	.....	.....	.....	.....	24
47,929	28,840	11,011	8,766	11,725	.....	.....	.....	.....	.....	25
950,802	1,141,256	971,148	781,168	846,708	.....	.....	.....	.....	.....	26
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
16,309	21,706	22,453	22,949	24,681	.....	.....	.....	.....	.....	28
814	.....	72	328	32	.....	.....	.....	.....	.....	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
244,305	263,913	196,376	212,362	209,305	.....	.....	.....	.....	.....	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32
443,567	527,047	341,818	393,965	309,029	.....	.....	.....	.....	.....	33
207,373	178,136	118,834	133,386	155,181	.....	.....	.....	.....	.....	34
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
315,192	374,978	369,556	384,431	456,173	.....	.....	.....	.....	.....	36
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
9,464	1,503	2,531	1,979	1,265	.....	.....	.....	.....	.....	39
129,523	107,689	127,616	186,254	163,944	.....	.....	.....	.....	.....	40



## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
1	Wool and manufactures of— <i>Con.</i> Yarns made of wool or worsted, the same being genapped, dyed and finished, imported by manufacturers of braids, cords, tassels and fringes..... lbs.	19,336	9,627		15,939	7,512	
2	Wool, class one, viz.:— Leicester, cotswold, Lincolnshire, South Down combing wools, or wools known as lustre wools, and other like combing wools such as are grown in Canada..... lbs.	260	98	7 80	1,818	342	30 54
3	Wool, not further prepared than washed, N.E.S..... lbs.	10,224,086	1,694,702		10,503,645	1,651,440	
4	Noils, being the short wool which falls from the combs in worsted factories All fabrics, composed wholly or in part of wool, worsted, &c.:—		22,304			26,486	
5	On all such goods costing 10 cents per yard and under..... yds.	7,160,767	510,893	114,961 64	5,430,037	398,775	89,730 93
6	On all such goods costing over 10 cents and under 14 cents..... yds.	2,938,467	329,898	82,474 03	2,668,541	330,314	82,578 61
7	On all such goods costing 14 cents and over..... yds.	9,893,830	2,645,841	727,579 86	14,549,723	3,049,716	838,727 87
	Clothing, ready-made, and wearing apparel of every description (except knitted goods) not otherwise provided for, composed wholly or in part of wool, worsted and made up or manufactured wholly or in part by the tailor, seamstress or manufacturer, viz.:—						
8	Cloaks, dolmans, jackets, talmas, ulsters, or other outside garments for ladies' and childrens' apparel, and goods of similar description..... lbs.	477,458	756,876	236,996 56	670,228	942,404	302,598 83
9	Coats, vests, trousers, ulsters and outside garments for men and boys..... lbs.	106,300	138,902	45,355 60	106,850	135,936	44,670 60
10	Shirts, drawers and hosiery, N. E.S..... lbs.	21,543	16,920	6,382 28	6,468	7,589	2,542 10
11	Horse clothing, shaped, N. O. P..... lbs.	204	211	73 05	325	289	102 10
12	Clothing, all other, N.E.S. “	50,167	70,592	22,672 95	30,677	39,241	12,878 02
13	do do N.O.P. “						
14	Carpets:— Brussels..... yds.	736,890	503,310	125,824 90	716,138	458,543	114,656 08
15	Damask..... “	1,796	1,205	301 25	975	1,148	287 00
16	Dutch..... “	75,759	9,284	2,321 00	89,613	13,021	3,255 25
17	Tapestry..... “	1,551,186	469,753	117,437 53	1,879,442	589,535	147,384 00
18	Venetian..... “	788	471	117 75	423	45	11 25
19	Druggets..... “	43	23	5 75	63	32	8 00
20	Felts, printed..... “	1,750	659	164 75	380	75	18 75
21	Smyrna, carpets..... “	213	266	79 80	75	130	39 00
22	Carpets, two-ply and three-ply, treble ingrain, composed wholly of wool..... sq. yds.	62,210	35,883	13,411 51	54,952	30,662	11,628 55

## Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
1,680	7,567	6,381	9,627	7,512						1
607	2	102	98	342						2
1,605,355	1,729,056	1,398,746	1,694,702	1,651,440	221,095	248,801	247,910	204,018	228,311	3
621	12,100	38,997	22,304	26,486						4
788,162	620,043	627,976	508,365	398,967						5
587,759	567,918	425,644	327,744	333,885						6
2,202,686	2,542,588	2,302,220	2,660,897	3,048,339						7
507,278	722,316	657,274	758,961	942,286						8
78,394	140,919	118,832	139,207	136,033						9
53,084	28,342	22,392	16,674	7,589						10
614	365	197	221	355						11
162,864	48,934	77,456	70,118	39,029						12
1,083										13
973,212	499,070	494,109	505,313	448,733						14
	548	1,564	771	669						15
	12,298	11,265	9,099	13,059						16
	470,526	507,831	477,348	588,560						17
	285	82	471	45						18
		72	23	32						19
	495	1,166	659	75						20
	10	954	266	130						21
43,871	43,630	35,488	35,084	30,133						22

## No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ENTERED FOR HOME CONSUMPTION.						
ARTICLES.	1892.			1893.		
	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
		\$	\$ cts.		\$	\$ cts.
Wool and manufactures of— <i>Concluded</i>						
1 Carpets— <i>Con.</i>						
2 Carpets, two-ply, ingrain, of which the warp is composed wholly of cotton or other material than wool, worsted, &c. . . . . sq. yds.	92,149	35,674	11,740 72	113,300	39,058	13,472 28
3 Felt, pressed, of all kinds, not filled or covered by or with any woven fabric . . . . . lbs.	364,802	141,026	24,679 94	388,682	137,088	23,992 43
4 Winceys of all kinds, not otherwise provided for . . . . . yds.	72,372	4,978	1,120 12	28,239	1,763	396 75
5 Woollen, netting for lining of boots, shoes and gloves . . . . .		1,310	327 50		2,756	689 00
Shoddy . . . . . lbs.	148,115	21,711	4,342 22	55,013	6,683	1,336 60
Total wool and manufactures of . . . . .		12,069,921	3,095,562 34		12,633,289	3,309,419 55
6 Yeast cakes and compressed yeast, in packages of less than one pound. lbs.	1,826	562	146 22	446	190	35 69
7 Yeast cakes in packages of one pound or over, but not exceeding 50 pounds. . . . . lbs.	14,017	3,414	840 79	13,542	3,214	812 57
8 Yeast, compressed, in packages weighing one pound or over, but not over 50 pounds. . . . . lbs.	2	1	0 12	1,941	477	116 46
9 Yeast, compressed, in bulk or mass of not less than 50 pounds. . . . .	264,826	55,839	10,593 15	288,955	65,915	11,558 20
Total yeast. . . . .		59,816	11,580 28		69,796	12,522 92
<i>Miscellaneous Articles.</i>						
10 Anatomical preparations and skeletons or parts thereof. . . . .		4,349			1,205	
11 Apparel, wearing, and other personal and household effects, not merchandise, of British subjects dying abroad, but domiciled in Canada. . . . .		3,641			2,760	
12 Articles for the use of the Governor General. . . . .		5,795			7,218	
13 Articles for the personal use of Consuls General who are natives or citizens of the country they represent, and not engaged in any other business or profession. . . . .		8,676			4,433	
14 Articles imported by, and for the use of, the Dominion Government, or any of the departments thereof, or by and for the Senate and House of Commons, &c. . . . .		299,141			358,051	
15 Articles for the use of the Army and Navy, viz. :— Arms, military and naval clothing, musical instruments for bands, military stores and munitions of war. . . . .		488,535			638,228	

## Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.					
Value.					Value.					
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.	
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
19,228	22,693	28,999	35,645	39,766						1
100,121	145,091	101,001	141,463	137,744						2
9,150	11,346	7,469	4,978	1,763						3
11,975	6,645	2,498	1,310	2,756						4
3,989	17,504	17,467	21,711	6,683						5
11,949,584	12,833,353	11,365,985	12,089,398	12,654,136	282,957	300,021	315,382	311,464	280,000	
1,102	3,042	639	562	190						6
41,693	38,615	3,673	3,414	3,214						7
	1,202	2	1	477						8
	9,240	53,428	55,839	65,915						9
42,795	52,099	57,742	59,816	69,796						
1,246	1,390	1,121	4,349	1,205						10
2,960	6,959	3,495	3,641	2,760						11
16,758	6,794	6,644	5,795	7,218						12
22,070	9,354	2,427	8,440	4,048						13
662,389	599,503	412,209	297,473	355,806						14
122,088	370,194	408,434	487,468	637,806						15

No. 2.—ITEMIZED STATEMENT showing the Values of Imports

ARTICLES.		ENTERED FOR HOME CONSUMPTION.					
		1892.			1893.		
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.
			\$	\$ cts.		\$	\$ cts.
1	Articles for A. A. Telegraph Co. ....		133			43	
2	do Halifax dry dock .....						
3	Articles for use in the fisheries, viz:— Hooks, fish hooks, not to include sporting fishing tackle or hooks with flies or trolling spoons .....		11,126			8,860	
4	Nets and seines and fishing lines and twines not including threads or twines commonly used for sew- ing or manufacturing purposes .....		462,078			425,188	
5	Articles ex-warehoused for ships' stores .....		92,244			85,832	
6	Botanical specimens .....		88			25	
7	Cabinets of coins, collections of medals, and other antiquities .....		55,896			20,329	
8	Casts as models for the use of schools of designs .....		1,747			139	
9	Clothing, donations of, for charitable purposes .....		10,677			8,539	
10	Damaged goods, under Sections 49 to 53 of 49 Vic., chap. 33 .....		8,701	1,617 26		11,433	2,643 50
11	Entomological specimens .....		499			134	
12	Hemp paper, made on four-cylinder machines and calendered to between '006 and '008 inch thickness, for the manufacture of shot shells; primers for the manufacture of shot shells and cartridges; and felt board sized and hydraulic pressed and covered with paper or uncovered, for the manufacture of gun wads; when such articles are imported by the manufacturers of shot shells, cart- ridges and gun wads, to be used for these purposes only in their own factories. Provided always that the said articles, when imported, shall be entered at the port of Mon- treal and at no other port (O.C.) .....		2,208			845	
13	Paper, used in the manufacture of cartridges and entered at Halifax by manufacturers of Roburite only (O.C.) .....					114	
14	Models of inventions and of other im- provements in the art, but no article or articles shall be deemed a model which can be fitted or used .....		18,933			17,891	
15	Pictorial illustrations of insects, &c., when imported by and for the use of colleges and schools, scientific and literary societies .....		33			25	
16	Settlers' effects .....		2,024,918			2,223,269	
17	Tools for the deaf and dumb institute 18 Other miscellaneous articles .....		56			1,419	
Total miscellaneous .....			3,499,474	1,617 26		3,815,989	2,643 50

# Trade and Commerce.

and Exports into and from Canada, &c.—*Continued.*

IMPORTS.					EXPORTS.				
Value.					Value.				
1889.	1890.	1891.	1892.	1893.	1889.	1890.	1891.	1892.	1893.
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
83	307	71	133	43					
23,336	4,236	2,002							
14,102	9,310	11,310	11,004	8,869					
434,618	419,154	424,023	462,078	425,188					
11	115	211	88	25					
2,801	64,887	21,719	55,896	20,329					
585	264	224	1,747	139					
7,393	9,936	9,602	10,677	8,539					
4,162	3,112	6,927	8,701	11,433					
235	89	86	499	134					
		3,219	2,208	845					
				114					
9,382	16,726	30,539	18,933	17,891					
9	113	24	33	25					
1,797,112	1,810,217	1,778,556	2,024,718	2,210,794	853,983	1,080,456	1,227,998	1,357,046	
		2,505							
680	358	53	56	1,419	831,790	127,547	222,951	235,311	247,555
3,122,020	3,333,018	3,125,401	3,403,937	3,714,630	831,790	981,530	1,303,407	1,463,309	1,604,601

No. 3.—STATEMENT (by Countries) of the Values of the principal Articles, both Dutiable and Free, imported during each Fiscal Year from 1889 to 1893, inclusive.

(ABBREVIATIONS—G. B., Great Britain; U. S., United States; B. W., British West; B. E., British East; S. W., Spanish West; O. C., Other Countries; D. W., Danish West.)

ARTICLES IMPORTED.	Countries.	1889.		1890.		1891.		1892.		1893.	
		Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.
Ale, beer and porter.....	G. B.....	\$ 143,041	\$ .....	\$ 155,190	\$ .....	\$ 169,774	\$ .....	\$ 169,892	\$ .....	\$ 142,001	\$ .....
	U. S.....	43,298	..	57,602	..	69,426	..	81,569	..	39,146	..
	France.....	5	..	22	..	2,316	..	1,101	..	1,359	..
	Germany.....	1,492	..	2,485	..	14	..	2,680	..	9	..
	O. C.....	161	..	32	..	241,530	..	120	..	182,522	..
		187,997	..	215,531	..	..	..	255,362	..	..	..
Animals, living.....	G. B.....	24,528	235,480	5,210	168,991	10,151	141,832	4,263	113,587	16,240	72,129
	U. S.....	579,328	286,725	678,791	297,065	573,767	301,297	687,048	266,129	333,522	260,718
	France.....	..	2,200	15	11,700	..	..	..	6,967	..	900
	O. C.....	82	56	30	71	356	..	870	222	1,554	..
		603,938	524,461	684,046	477,817	584,274	443,129	692,181	386,905	351,316	333,747
Asphaltum or asphalt and bone pitch crude.....	G. B.....	..	239	..	241	..	1,734	..	..	..	14,405
	U. S.....	..	22,626	..	42,597	..	12,529	..	16,212	..	390
	B. W. Indies.....	..	531	..	1,216	..	2,141	..	4,487	..	3,580
	Germany.....	..	..	..	..	..	4,354	..	..	..	5,559
	Italy.....	..	..	..	24,400	..	..	..	125,121	..	17,635
	..	..	..	..	..	..	..	..	757	..	298
		23,396	..	68,454	..	50,728	..	152,136	..	..	36,308
Baking powder.....	G. B.....	252	..	466	..	592	..	120	..	6	..
	U. S.....	90,561	..	14,238	..	169,968	..	103,781	..	103,762	..
		90,813	..	94,704	..	110,550	..	103,901	..	103,768	..

# Trade and Commerce.

Books, periodicals and all other printed matter	G. B. . . . .	406,689	24,542	444,899	36,276	400,188	67,571	397,432	41,448	377,942	42,674
	U. S. . . . .	738,471	55,741	758,336	49,820	693,799	48,045	704,906	49,103	705,502	44,397
	Belgium . . . . .	8,507	109	8,573	60	11,243	44	14,286		4,189	10
	France . . . . .	85,065	1,049	77,623	1,690	79,068	4,079	78,876	7,446	86,562	2,919
	Germany . . . . .	20,444		20,834	307	23,684	5,780	31,487	7,445	36,020	1,722
	Switzerland . . . . .	1,363		1,747		1,307				1,724	
	O. C. . . . .	531		937	4	847	39	1,562	664	2,199	388
Breadstuffs:—		1,261,010	81,441	1,313,245	88,157	1,210,136	125,558	1,228,549	106,106	1,214,138	92,040
Arrowroot, biscuits, rice, macaroni, rice flour, &c	G. B. . . . .	65,871		56,927		74,012		50,877		68,515	
	U. S. . . . .	61,551	751	68,522	156	89,497	153	73,433		73,080	
	Belgium . . . . .			260				183,689		122,813	
	B. E. Indies . . . . .	124,739		145,653		456		80,112		68,916	
	China . . . . .	43,323		65,206		53,246		2,958		3,154	
	France . . . . .	4,483		4,320		9,150		3,050		2,279	
	Holland . . . . .	170		1,179		667					
	Hong Kong . . . . .					1,691		25,583		132,847	
	Italy . . . . .	1,907		1,995		122,938		2,177		743	
	Japan . . . . .	39,421		7,914		59,133					
	Siam . . . . .	40,175		23,895		905					
	O. C. . . . .	218		782	156	411,695	153	423,343		472,297	
		381,858	751	376,653							
(Grain of all kinds, including corn for ensilage and soilage)	G. B. . . . .	1,241		2,577		5,630	1,113		478	2,898	
	U. S. . . . .	5,369,162		7,089,842	36,516	6,046,888	52,250	9,476,214	56,381	6,280,927	66,878
	France . . . . .	1,268		51		1,726					
	Germany . . . . .	197		1,382		603				908	
	O. C. . . . .	670		390	430			1,842			
		5,372,538		7,094,342	36,946	6,054,847	53,363	9,478,056	56,859	6,284,733	66,878
Flour and meal and other grain products	G. B. . . . .	11,204		20,508		17,937		18,325		15,332	
	U. S. . . . .	1,533,019		1,221,829		731,774		525,287		420,678	
	O. C. . . . .	158		59		331		5		85	
		1,564,380		1,242,396		750,242		543,617		436,095	
Bricks and tiles and manufactures of	G. B. . . . .	41,661	50,941	42,240	71,207	42,442	72,988	29,461	98,489	35,784	81,132
	U. S. . . . .	89,162	72,438	62,510	75,308	77,144	85,368	51,384	79,304	43,844	88,995
	Belgium . . . . .			186		1,063	413	1,008	6,808	5	1,236
	Germany . . . . .		2,307		1,201		473		4,956	3,869	1,484
	O. C. . . . .	48	76	390		22		529	611	244	
		130,871	134,762	105,326	147,716	120,671	159,242	82,382	190,168	89,746	172,847



No. 3.—STATEMENT (by Countries) of the Value of the principal Articles, both Dutiable and Free, imported, &c.—Continued.

ARTICLES IMPORTED.	1889.		1890.		1891.		1892.		1893.	
	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.
Countries.										
Bristles										
G. B.		\$ 15,662		\$ 17,215		\$ 15,622		\$ 8,802		\$ 15,387
U. S.		41,459		51,436		45,116		59,743		45,649
France		3,558		11		2,638		246		2,730
Germany		1,618		2,224		892		2,987		2,662
O. C.						118		117		
		62,297		70,876		64,386		71,895		66,428
Broom corn										
G. B.		793								
U. S.		93,767		97,527		109,042		115,479		144,987
		94,560		97,527		109,042		115,479		144,987
Brooms and brushes										
G. B.	24,247		19,559		22,772		18,684		14,825	
U. S.	33,722		36,516		30,612		36,694		26,678	
Austria	125		599		1,216		2,148		1,913	
France	22,564		30,517		35,690		28,587		37,108	
Germany	11,962		12,355		20,948		20,730		27,537	
Japan	2		734		138		1,952		2,423	
O. C.	347		315		775		274		240	
	92,969		100,595		112,151		109,069		110,724	
Buttons										
G. B.	118,533		105,968		90,229		106,198		98,994	
U. S.	85,764	545	79,959	646	105,464	884	112,569	858	115,696	942
Austria	26,838		38,128		33,661		40,867		35,056	
France	11,510		14,508		15,533		21,033		17,016	
Germany	46,878		39,014	394	36,973	825	42,898	4,242	44,425	2,828
O. C.	177		190		24		53		34	
	289,700	545	277,767	1,060	281,884	1,728	323,618	5,100	311,221	3,770

# Trade and Commerce.

Candles	G. B.	14,272	13,733	17,426	20,685	12,203
	U. S.	7,791	10,120	11,432	13,968	9,011
	France	730	283	239	1,896	892
	O. C.	298	271	224	463	682
		23,091	24,407	29,381	37,012	22,798
Carpets and squares, mats and rugs, N.E.S.	G. B.	129,446	146,875	138,897	191,028	128,593
	U. S.	23,780	23,034	33,510	46,559	35,009
	China.	1,830	2,087	465	778	4,727
	France	86	982	467	157	1,004
	Germany.	2,762	3,161	1,615	1,552	612
	Japan.	874	1,929	1,122	2,349	2,152
	Turkey		873	1,156		
	O.C.					
		158,728	178,871	177,222	242,423	172,157
Carrriages	G. B.	30,543	39,729	60,055	188,636	189,667
	U. S.	369,869	271,732	276,466	307,414	223,290
	France	280		2,873		
	Germany.	5	400		9,091	14,630
	O.C.	31	5		58	20
		400,718	311,886	339,394	508,229	427,616
Cement	G. B.	171,353	228,060	195,217	215,586	227,161
	U. S.	9,641	54,128	59,070	27,679	39,896
	Austria				5,642	
	Belgium.	10,636	29,421	23,797	21,075	48,651
	France	79	3,506	2,689	1,626	85
	Germany.	14,082	21,967	34,126	10,989	5,225
	O.C.		988	802	56	29
		205,791	338,069	315,701	283,253	321,047
Clocks, clock cases, clock springs, &c.	G. B.	13,914	13,486	7,093	8,880	5,305
	U. S.	107,883	96,909	86,997	104,108	119,976
	Belgium.	172	1,110	1,110	7,929	9,222
	France	5,426	7,333	7,333	2,781	8,825
	Germany.	3,106	7,406	4,917	2,781	8,825
	O.C.	355	72	12	156	7
		130,856	123,324	107,462	123,854	143,335

No. 3.—STATEMENT (by Countries) of the Values of the principal Articles, both Dutiable and Free, imported, &c.—Continued.

ARTICLES IMPORTED.	Countries.	1888.		1889.		1890.		1891.		1892.		1893.	
		Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.
		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Coal, coke and coal dust.	G. B.	179,600	26,908	145,660	9,794	119,429	200	133,417	3,980	133,417	3,980	141,213	5,466
	U. S.	3,345,046	5,181,052	3,837,995	4,608,102	4,304,296	5,226,186	4,357,615	5,638,121	4,322,216	5,638,121	4,322,216	6,351,484
	France.	2,415											
	O. C.	41				55							
Cocoa beans, nibs, paste, chocolate and other preparations of cocoa.	G. B.	38,889	2,804	49,366	2,697	49,830	7,986	51,993	6,611	51,993	6,611	56,099	12,048
	U. S.	23,669	17,409	31,375	14,501	43,383	18,828	64,363	18,584	64,363	18,584	78,405	23,977
	B. W. Indies.		8,125		18,704	3,224	12,067					9,559	23,916
	France.	443		2,539		168		7,275		7,275		2,635	
Holland.	152		1,001		581		1,552		1,552		1		
O. C.	7		24										
Coffee, all kinds, and extracts and imitations of, including chicory.	G. B.	63,160	28,338	84,305	35,902	97,186	38,881	125,288	38,139	125,288	38,139	146,719	59,941
	U. S.	3,796	163,960	3,796	192,757	4,144	148,176	5,389	149,643	5,389	149,643	5,847	117,635
	U. S.	84,786		74,844		61,283		50,954		50,954		55,990	
	Arabia.												1,538
	Argentine Rep.												2,849
	Belgium.	4,589		4,144		2,096		2,013		2,013		1,519	135
	Brazil.												112,310
	B. E. Indies.		5,418		2,739		13,905		3,691		3,691		2,886
	B. W. Indies.		57,409		76,983		157,376		27,060		109,775		112,310
	Bt. Poss., other.		26,297				3,367		55,007		55,007		32,244
	China.		24		42,048		64,227		5,223		5,223		1,677
	C. Am. States.		4,306										2,091
	D. E. Indies.		514		25,758								6,614
Germany.	459		3,164		680		11,158		2,235		2,235	2,361	
Haiti.		1,484		1,034									5,698
Holland.		96,306		55									44,012
Japan.													2,750
Mexico.													34,747
Portugal.													368
													1,717

# Trade and Commerce.

S. W. Indies.....	7,312		310				8,644		4,558
S. Poss., other			213				5,490		
Spain.....									
Venezuela.....	75,216		66,250				148,450		286,012
U. S. Colombia	5,039								
O. C.....	168		1,320		282		1,134	177	504
	93,798	449,878	83,894	538,075	68,435	60,591	601,655	65,894	594,888
Collars and cuffs of cotton or linen, xylolite, xylon- ite or celluloid.....									
G. B.....	21,996		23,395		28,847	26,345		33,062	
U. S.....	16,793		19,890		28,899	26,419		23,680	
Germany.....	1,508		4,072		5,366	2,427		2,437	
O. C.....	29		1,132		26	29		5	
	40,326		48,489		63,138	55,230		59,184	
Combs for dress or toilet, of all kinds.....									
G. B.....	39,567		39,133		34,967	29,075		35,163	
U. S.....	16,258		16,179		14,932	15,160		16,458	
France.....	2,750		2,871		2,623	3,314		2,693	
Germany.....	10,617		11,688		12,962	16,326		11,569	
O. C.....	101		64		55	171		187	
	69,293		69,935		65,539	64,046		66,070	
Cordage and twine, all kinds and manufactures of, N. E. S.....									
G. B.....	36,131		37,418		47,444	48,549		51,389	
U. S.....	91,975		88,635		117,847	256,180		197,498	
Austria.....			195		75	822		1,262	
Germany.....	699		207		73	204		3,627	
O. C.....	208							363	
	129,013		126,455		165,439	305,755		254,139	
Cotton and manufactures of.....									
G. B.....	3,370,542	114,256	3,129,872	87,958	3,163,578	3,020,282	149,644	3,481,711	141,613
U. S.....	672,177	3,836,363	755,716	3,770,754	733,407	818,230	3,650,234	919,020	3,550,888
Austria.....	3,375		1,325		13,670	8,190		5,981	
Belgium.....	2,951		13,330		1,396	1,396		1,947	
China.....	2,089		1,648		33,209	40,683		63,912	
France.....	35,601		40,739		74,285	116,810		104,625	7,022
Germany.....	62,119		54,775		1,327	1,327		1,484	
Switzerland.....	3,961		404		1,472	1,141		1,080	
O. C.....	792	679			39		307		
	4,153,607	3,951,298	3,999,381	3,858,712	4,021,502	4,008,059	3,800,185	4,570,761	3,689,523

No. 3.—STATEMENT (by Countries) of the Values of the principal Articles, both Dutiable and Free, imported, &c.—Continued

ARTICLES IMPORTED.	Countries.	1888.		1889.		1890.		1891.		1892.		1893.	
		Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.
Crapes of all kinds.	G. B.	95,269	84,438	68,631	57,556	46,391	2,101	46,391	2,101	46,391	2,101	1,457	654
	U. S.	238	368	714	1,767	654		49,603					
	France.	1,249	2,426	140									
	Germany	1,126	425										
	O. C.	97,882	87,657	70,876									
Curtains made up, trimmed or untrimmed.	G. B.		6,885	157,677	186,835	217,231		217,231		186,835		217,231	
	U. S.		166	39,834	57,457	64,111		64,111		57,457		64,111	
	France.			1,658	7,657	12,450		12,450		7,657		12,450	
	Germany			3,076	9,403	4,511		4,511		9,403		15,242	
	Switzerland.			5,153	9,371	15,242		15,242		9,371		480	
O. C.			123	72	480		480		72				
Drugs, dyes, chemicals and medicines.	G. B.	303,607	609,499	299,521	579,990	629,600	314,085	270,795	314,085	313,126	723,627	291,637	754,608
	U. S.	522,317	627,721	308,743	643,175	511,539	496,131	526,212	496,131	526,212	702,580	496,131	876,295
	Austria.	1,117	569	413	1,255	1,255	3,318	1,255	3,318	1,255	2,755	3,839	982
	Belgium.	1,273	1,825	1,762	7,637	4,370	1,954	1,474	1,954	1,474	6,116	1,954	
	B. E. Indies.	1			3,463	18,611							
	Chili.												
	China.	168,562	280,439	351,154	46,178	42,284	375,770	420,575	375,770	33,640	51,968	40,439	54,986
	France.	35,323	56,831	35,005	39,550	44,002	60,646	64,016	39,550	76,759	60,646	64,016	82,172
	Germany	58,815	16,235	50,107	1,445	387	1,628	2,262	50,107	1,628	1,641	2,262	1,153
	Holland.	2,468	68	3,103	1,986	31	1,313	1,874	3,103	1,313	10,627	1,874	11,463
	Hong Kong.			31		9,630			31	9,630			
	Italy.	290	11,491	1,520	12,771	8,800	11,551	1,770	1,520	8,800	3,446	11,551	1,770
	Peru.				3,080	341	65,717	189	341	65,717	3,446	451	1,770
	Turkey.	72,556	38	102	484	426	189	473	102	189	473	451	162
	O. C.	99											
	1,166,428	1,332,861	1,316,905	1,337,773	1,313,611	1,463,793	1,398,265	1,563,879	1,436,173	1,784,465	1,436,173	1,784,465	

# Trade and Commerce.

Earthenware and china, and granite ware.	G. B.	537,729	511,985	465,713	546,864	537,729	
	U. S.	58,865	66,996	66,147	62,664	58,865	
	Austria.	7,247	7,078	7,517	13,524	7,380	
	Belgium	1,014	1,051	2,264	1,532	1,141	
	China.	1,726	8,567	14,766	37,176	27,870	
	France.	9,812	82,863	71,271	88,333	82,829	
	Germany	63,851	11,236	9,273	9,723	12,508	
	Japan	11,368	526	411	1,073	637	
	O. C.	331	680,302	637,362	760,889	728,979	
		684,830					
Electric apparatus.	G. B.	16,881	27,465	13,440	42,667	34,130	
	U. S.	233,234	356,584	462,153	663,066	661,203	
	France.	1,377	414	791	782	1,366	
	Germany	709	380	5,095	1,035	7,582	
	O. C.	24	70	47	481	250	
		252,225	384,913	481,526	708,031	704,531	
	Embroideries, N.O.P.	G. B.	119,105	107,857	111,893	88,489	90,755
		U. S.	10,012	11,784	10,650	11,108	16,041
		Austria.	823	6,817	6,155	9,365	1,120
		France.	2,499	20,867	17,628	13,984	9,124
Germany.		27,020	54,888	53,007	31,558	14,018	
Switzerland.		24,343	14	481	249	29,326	
Turkey		65	14	38	1,697	1,697	
O. C.		65	14	38	249	1,251	
		183,867	202,227	199,832	154,753	163,332	
Fancy goods		G. B.	1,298,172	1,234,111	984,811	1,033,411	1,086,436
	U. S.	250,158	261,125	235,050	266,763	260,018	
	Austria.	7,152	6,719	4,741	6,375	5,579	
	Belgium.	243	3,403	2,211	1,574	688	
	China.	1,326	825	1,555	1,308	644	
	France.	130,895	116,408	109,739	118,861	138,344	
	Germany.	182,557	216,739	161,206	188,719	213,268	
	Italy.	5,439	3,729	782	2,581	1,659	
	Japan	6,994	5,768	4,878	7,738	4,374	
	Switzerland.	9,354	12,690	8,973	9,658	12,346	
O. C.	123	1,631	324	113	280		
	1,892,413	1,863,148	1,514,270	1,637,091	1,723,636		

No. 3.—STATEMENT (by Countries) of the values of the principal Articles, both Dutiable and Free, imported, &c.—Continued.

ARTICLES IMPORTED.	Countries.	1889.		1890.		1891.		1892.		1893.	
		Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.
Fertilizers and manures.	G. B.	\$ 1,984	\$ 95	\$ 471	\$ 1,275	\$ 362	\$ 5,629	\$ 811	\$ 149	\$ 1,109	\$ 9
	U. S.	12,139	2,752	13,973	1,185	13,134	2,528	18,390	4,532	20,471	11,798
	O. C.	14,123	2,847	14,444	719	13,496	750	19,201	4,681	21,580	15
Fisheries, articles for the use of:— Hooks, nets and seines.	G. B.		206,861		190,954		185,707		215,860		189,446
	U. S.		241,859		237,260		248,918		257,047		242,448
	Germany.				200		708		175		1,785
	O. C.		448,720		428,464		435,333		473,082		434,057
Fish and fish products. N.E.S.	G. B.	45,263		42,292		38,600		47,147		57,570	
	U. S.	426,318		451,880		425,920		413,352		395,320	
	China.	5,543		5,270		5,000		5,247		5,638	
	France.	21,162		27,426		28,032		16,951		30,343	
	Newfoundland	3		21		5		220,092		100	
	St. Pierre Mi-quelon.	85,853		39,860		116,401		1,452		52,517	
	O. C.	206	447	437	254	340	420	1,452	334	1,221	958
		584,348	412,355	558,186	403,792	614,898	614,734	704,241	625,297	542,709	537,444
		1,415,415	1,295,882	1,377,839	883,084	1,363,599	1,014,951	1,480,593	1,480,593	1,533,241	870,199
		48,743	222,954	26,893	164,607	38,750	248,845	44,867	501,848	42,661	592,145
Flax, hemp and jute and manufactures of	U. S.				4,619		1,433				
	Australia.	9,170		6,455		2,596		5,015		3,145	
	Belgium.	418		9,260		3,260		5,649		10,362	
	B. E. Indies.	5,410		7,015		4,096		9,491		14,146	
	France.	8,950		10,511		15,358		9,143		11,896	
	Germany.										
	Italy.	462	1,620	338		1,238					
Japan.											

## Trade and Commerce.

Spain.....	8,395																	99,568
S. Poss. (other)		30																1,933
Switzerland.....		195																594
O. C.....			10															940
	1,438,826	1,528,851	1,052,320	1,428,276	1,485,851	1,265,399	1,555,712	1,236,941	1,617,978									1,562,994
<b>Fruits and nuts dried</b> .....																		
G. B.....	186,113			205,179	150,854		124,814		90,162									
U. S.....	247,046			323,426	411,252		411,875		370,931									
Austria.....	17,062			25,608	31,276		15,217		15,970									
B. Guiana.....	4,331																	
China.....	1,498			1,502	1,393		2,151		1,674									
France.....	55,861			56,825	42,658		31,943		53,135									
Germany.....	1,932																	
Greece.....	166,023			109,987	155,856		157,584		133,509									
Italy.....	9,519			14,185	6,100		7,786		6,945									
Peru.....	1,296																	
Spain.....	232,561			204,951	286,114		219,764		188,314									
Turkey.....	54,742			51,424	72,232		48,270		50,788									
O. C.....	228			351	721		1,902		424									
	977,202			993,438	1,158,456		1,021,306		911,862									
<b>Fruits, canned and preserv-</b>																		
<b>ed, jellies, jams, &amp;c.....</b>																		
G. B.....	27,706	223	104	34,540	47,104	4	36,417	13	32,648									905
U. S.....	25,625	2	136	23,888	23,486		31,187		18,347									1,330
France.....	643			880	1,831		3,458		3,283									
Italy.....		1,107	2,574			37		67										
O. C.....	837	338		407	1,360		1,500		1,681									880
	54,811	1,670	2,814	59,715	73,781	41	72,562	80	55,959									5,039
<b>Fruits, green and ripe.....</b>																		
G. B.....	130,680			132,689	145,336		99,613		83,218									
U. S.....	419,693	614,398	748,384	572,943	648,722	393,584	784,948	425,014	724,731									478,274
Australia.....																		
B. W. Indies.....	5,294	556	1,472	4,778	9,328	3,202	4,452	3,172	10,562									29,697
China.....	537			611	542				1,111									
Italy.....	57,313			128,761	206,735		252,823		299,564									
Japan.....	1,762			2,342	1,139		1,945		3,109									
Spain.....	11,496			1,076	4,326	188	18,511		2,390									
O. C.....	278	375	41	289	435	264	974	75	248									709
	627,053	615,329	749,897	843,489	1,016,563	397,238	1,163,266	428,261	1,126,295									508,680



No. 3.—STATEMENT (by Countries) of the Values of the principal Articles, Dutiable and Free, imported, &c.—Continued.

ARTICLES IMPORTED.	Countries.	1889.		1890.		1891.		1892.		1893.		
		Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	
Furs and manufactures of	G. B.	341,778	117,590	381,925	76,835	329,757	141,243	341,003	250,763	406,391	293,648	
	U. S.	136,594	299,705	63,606	287,547	76,619	291,771	61,501	293,862	72,830	348,456	
	Australia.	292	.....	.....	.....	242	.....	2,003	5,912	595	.....	
	Belgium	2,813	.....	1,381	.....	2,230	.....	2,606	2,188	4,355	400	
	China.	827	.....	7,420	1,099	3,428	33	22,841	17,017	48	.....	
	France.	5,297	.....	5,578	.....	4,585	.....	17,017	2,297	6,400	2,516	
	Germany.	261,146	96,151	218,251	68,911	160,148	49,810	246,746	96,088	245,125	139,797	
	Japan.	.....	15	.....	2	.....	.....	.....	.....	.....	3,282	
	Newfoundland	.....	10,130	.....	9,603	.....	6,534	.....	5,141	.....	5,012	
	Russia.	8,930	.....	4,337	.....	59	.....	.....	.....	.....	.....	
	O. C.	855	270	3	.....	.....	.....	38	200	484	643	
			757,532	523,861	682,501	443,997	577,668	489,414	683,755	656,751	736,288	796,754
	Glass and manufactures of	G. B.	330,046	1,404	344,285	1,324	351,976	.....	392,388	.....	312,087	.....
U. S.		446,781	961	427,051	801	441,557	.....	424,332	.....	407,910	.....	
Austria		11,731	.....	17,102	.....	9,461	.....	13,994	.....	12,143	.....	
Belgium		222,984	.....	288,528	.....	266,263	.....	258,038	.....	294,160	.....	
France.		22,851	.....	11,458	.....	24,473	.....	43,168	.....	39,543	.....	
Germany		154,195	.....	157,087	.....	163,298	.....	163,525	.....	159,089	.....	
Holland		.....	192	2,164	.....	.....	.....	.....	.....	.....	.....	
Italy.		.....	.....	552	.....	1,736	.....	1,259	.....	1,496	.....	
Norway and Sweden.		1,331	.....	833	.....	668	.....	1,506	.....	1,136	.....	
O. C.		727	.....	528	.....	.....	.....	.....	.....	1,326	.....	
			1,190,838	2,355	1,249,588	2,125	1,259,432	.....	1,298,210	.....	1,228,892	.....
Gloves and mitt all kinds		G. B.	408,377	.....	439,628	.....	397,312	.....	370,129	.....	397,193	.....
		U. S.	31,859	.....	42,307	.....	36,245	.....	43,539	.....	42,809	.....
	Austria.	44,857	.....	51,000	.....	16,890	.....	5,276	.....	12,833	.....	
	Belgium.	361	.....	5,240	.....	5,273	.....	5,050	.....	4,916	.....	
	France.	55,824	.....	62,833	.....	92,051	.....	111,116	.....	133,608	.....	
	Germany	95,350	.....	100,903	.....	112,340	.....	145,113	.....	137,590	.....	

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Italy.....	541	117	490	793	1,746	.....
O. C.....	22	19	73	.....	941	.....
Glue, gluestock and mucilage.....	637,191	702,047	660,574	681,016	701,686	.....
G. B.....	9,418	11,446	4,992	10,063	11,737	.....
U. S.....	52,612	45,773	45,068	53,402	62,666	16,038
Belgium.....	507	2,171	2,638	230	758	.....
France.....	19,470	19,634	19,790	16,142	18,500	.....
Germany.....	12,386	14,145	16,791	23,064	23,028	.....
Newfoundland.....	.....	.....	.....	.....	.....	4,254
O. C.....	.....	.....	6	852	472	.....
Grasses, fibres and straw and manufactures of, N. E. S.....	94,393	93,169	86,799	105,753	117,161	20,292
G. B.....	542	763	2,248	1,065	1,162	732
U. S.....	3,449	5,477	33,934	8,097	87,279	9,963
China.....	1,220	2,437	3,116	1,622	.....	33
Germany.....	805	2,578	2,361	2,258	1,503	1,503
O. C.....	862	90	183	718	144	336
Grease for the manufacture of soap.....	6,878	11,345	41,842	13,760	88,585	12,567
G. B.....	.....	.....	.....	.....	.....	.....
U. S.....	173,405	154,855	89,873	.....	208,961	14
.....	173,405	154,855	89,873	.....	208,961	183,478
Gunpowder and other explosives.....	35,787	30,593	21,873	52,891	49,975	.....
U. S.....	70,935	92,904	89,121	88,757	93,009	.....
O. C.....	9	95	34	59	8	.....
Gutta percha, caoutchouc and India-rubber and manufactures of.....	106,731	123,592	111,028	141,707	142,992	.....
G. B.....	321,968	408,844	399,875	284,051	322,753	2,222
U. S.....	495,229	518,820	368,451	346,431	347,899	874,747
France.....	8,753	7,517	4,835	5,671	717,076	1,976
Germany.....	17,304	16,287	17,903	20,764	1,767	4,750
O. C.....	413	41	268	4	368	56
.....	843,692	951,561	791,332	656,921	696,020	305
.....	763,301	587,347	801,063	731,957	879,001	.....

No. 3.—STATEMENT (by Countries) of the Values of the principal Articles, both Dutiable and Free, imported, &c.—Continued.

ARTICLES IMPORTED.	Countries.	1889.		1890.		1891.		1892.		1893.	
		Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.
Hair and manufactures of.	G. B.	\$ 7,765	\$ 4,672	\$ 8,845	\$ 659	\$ 8,082	\$ 1,440	\$ 10,628	\$ 1,096	\$ 10,092	\$ 1,981
	U. S.	21,072	27,212	22,323	32,689	27,535	24,413	18,047	22,427	20,331	30,889
	Germany	2,553	954	7,569	964	2,980	1,935	2,730	378	2,062	129
	O. C.	137	103	468	.....	148	171	95	210	614	263
		31,527	32,941	39,205	34,312	38,745	27,959	31,500	24,111	33,619	33,262
Hats, caps and bonnets.	G. B.	725,197	24,705	726,138	23,287	833,758	24,379	828,573	25,946	956,710	30,806
	U. S.	554,833	34,796	479,398	34,995	439,345	52,888	371,990	56,191	345,829	56,803
	China	148	.....	75	.....	2,556	.....	.....	.....	.....	.....
	France	13,074	695	9,357	846	11,603	31	11,784	546	13,066	950
Germany	4,691	1,479	13,477	1,470	615	1,092	3,481	1,037	2,530	5,532	
Italy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
O. C.	522	.....	990	.....	423	.....	945	.....	420	.....	
	1,298,465	61,675	1,229,435	60,598	1,288,300	78,390	1,216,773	83,720	1,320,363	94,091	
Hides, raw, whether dry salted or pickled, skins undressed, dried, salted or pickled, and tails undressed.	G. B.	.....	47,908	.....	30,177	.....	59,149	.....	75,757	.....	93,888
	U. S.	.....	1,521,499	.....	1,660,553	.....	1,869,720	.....	1,674,377	.....	1,731,053
	Austria	.....	.....	.....	3,143	.....	3,799	.....	8,920	.....	14,795
	B. W. Indies.	.....	15,982	.....	2	.....	50,665	.....	29,237	.....	12,951
	France	.....	627	.....	4,794	.....	17,345	.....	4,839	.....	87,030
	Germany	.....	.....	.....	1,678	.....	1,563	.....	1,000	.....	5,958
	Newfoundland	.....	130	.....	117	.....	1,898	.....	36	.....	1,334
	St. Pierre	.....	268	.....	1,733	.....	.....	.....	.....	.....	275
	Turkey	.....	.....	.....	896	.....	310	.....	766	.....	602
	O. C.	.....	1,539	.....	.....	.....	.....	.....	.....	.....	.....
	1,587,953	.....	1,703,093	.....	2,004,449	.....	1,794,932	.....	1,947,886	.....	
Hops	G. B.	38,631	.....	36,093	.....	50,233	.....	28,314	.....	29,824	.....
	U. S.	105,853	.....	124,590	.....	146,842	.....	5,549	.....	89,605	.....
	Austria	3,411	.....	106	.....	.....	.....	.....	.....	.....	.....

# Trade and Commerce.

Belgium .....	5,788	4,032	7,421	31,294	1,815
France .....	53,889	2,466	35,415	143,962	37,449
Germany .....	207,572	51,336	239,911	299,119	158,693
G. B. ....	19,862	14,678	16,928	17,443	19,060
U. S. ....	56,479	56,573	61,578	63,707	64,401
France .....	4,378	3,825	3,178	2,693	2,718
Germany .....	477	1,286	595	2,477	2,404
O. C. ....	48	27	39	35	47
Jewellery.....	81,244	76,499	82,318	86,355	88,630
G. B. ....	123,195	109,936	68,485	46,706	46,496
U. S. ....	334,364	319,133	273,039	227,742	184,259
Austria .....	370	409	246	1,056	1,051
France .....	6,514	7,822	5,081	6,649	5,265
Germany .....	11,875	6,751	3,189	5,581	13,630
Italy .....	150	645	315	1,214	25
O. C. ....	613	645	956	390	319
Junk, old and oakum.....	477,081	444,696	351,311	289,338	251,045
G. B. ....	43,408	52,011	47,915	28,835	32,985
U. S. ....	15,313	16,472	17,665	19,322	12,758
St. Pierre.....	1,095	871	1,174	613	1,612
O. C. ....	900	795	1,842	1,407	788
Leat herand manufactures of.....	60,716	70,149	68,096	59,177	48,143
G. B. ....	220,694	179,545	165,145	151,058	160,471
U. S. ....	825,332	795,562	675,130	805,576	943,961
Austria .....	822	477	4,606	12,228	12,360
Belgium.....	157	1,027	.....	.....	.....
B. E. Indies .....	3,402	3,921	.....	.....	.....
China .....	7,367	6,782	4,330	7,812	6,809
France .....	96,403	127,979	71,268	58,527	55,398
Germany .....	70,563	58,278	33,778	47,253	64,045
Newfoundland	1,052	689	1,321	.....	.....
O. C. ....	288	386	460	1,827	167
of.....	1,226,050	1,174,646	956,038	1,084,281	1,243,211

No. 3.—STATEMENT (by Countries) of the Values of the principal Articles, both Dutiable and Free, imported, &c.—Continued.

ARTICLES IMPORTED.	Countries.	1889.		1890.		1891.		1892.		1893.		
		Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	
Marble and manufactures of	G. B.	1,135		1,833		5,536		3,036		4,142		
	U. S.	98,493		88,013		85,802		86,814		81,101		
	Belgium	3,054		232		1,453		1,204		579		
	France.	527		174		1,208		1,647		1,200		
	Germany.					690		6,081		255		
	Italy.	15,201		9,056		12,972		7,161		9,768		
	O. C.			12						22		
			118,410		99,320		107,661		106,003		97,067	
			88,347	18,827	87,186	12,045	110,050	4,236	81,737	4,288	80,041	7,406
			313,561	81,760	338,349	79,624	359,222	79,324	350,723	67,740	329,928	60,087
Metals and minerals and manufactures of, N.E.S.—	G. B.	379		354		682		1,394				
	Belgium											
	B. Guiana.			135								
	B. W. Indies			136				1,759		1,240		
	China	881		1,247		3,094		1,312		1,178		
	France.	17,871		18,729		31,922		20,042		20,019		
	Germany.	16,595		11,920		10,586		9,085		12,642		
	Newfoundland			20				448		1,218		
	O. C.	324	602	1,385	763	1,023	1,022	552	103	1,347	634	
		437,948	101,480	459,170	93,853	516,579	86,789	464,795	74,589	445,155	68,996	
Copper and manufactures of	G. B.	49,063	74,610	69,947	108,072	111,247	119,144	36,458	118,252	52,342	90,473	
	U. S.	107,005	170,943	144,633	159,006	297,347	30,549	229,495	49,631	291,625	33,614	
	B. Guiana.	106		187		1,332						
	B. W. Indies.	36		484		302						
	China.	1,416		638		1,761		2,346		2,112		
	Germany	60		77								
	U. S. Colombia	242	585	950	7	1,580	1,145	3,248	299	1,839		
	O. C.											
		157,928	247,467	216,916	267,085	413,569	151,138	271,645	168,192	350,006	124,087	

# Trade and Commerce.

(Gold and silver, & manu- factures of, including coin and bullion.)	G. B.	79,570	66,200	113,232	71,698	28,583	68,889	284,724	70,902	619,073	
	U. S.	119,566	508,021	926,312	126,246	1,652,180	1,652,180	1,395,440	164,844	5,882,180	
	Belgium	4,051		35,957	15	117,100	117,100	6,948	129,681	27,724	
	B. W. Indies.	4,992		10,411	7,638			5,851	12,235		
	France	23,165		33,034	33,034	44,500		44,500	44,407		
	Germany	18		7,510		12,920		8,564	8,564	4,898	
	St. Pierre.	151	1,012	182	375	387		614	870	325	
	O. C.	231,495	575,251	1,083,011	239,006	1,811,170	1,811,170	264,552	1,818,530	300,089	6,534,200
	G. B.	4,862,731	2,198,186	2,230,202	4,682,939	2,981,747	2,981,747	4,318,745	1,771,553	4,286,637	2,067,647
	U. S.	4,578,938	274,418	336,915	4,963,422	592,573	592,573	5,423,326	367,081	5,475,897	360,660
Argentina Rep				6,700							
Austria.	383		306	392			4,564		624		
Belgium	68,101	61,464	113,527	91,656	13,769	13,769	53,938		65,011	11,134	
Brazil				2,467							
B. Guiana			610	9,873			1,932	65	1,665		
B. W. Indies.	2,002		4,126	9,873							
Danish W. I.				1,098							
Denmark		1,023	1,139	217							
France	23,202		20,847	27,656			1,183		2,552	7,609	
Germany	311,955	21,584	347,711	335,560	48,009	48,009	28,765		89,776	42,785	
Japan	200		260	7,341			2,288		1,358		
Newfoundland	1,482		5,827	7,341			2,649		1,442		
Russia	2,813		2,469	7,825			1,314		2,783		
Spain				36							
Spanish poss., all other, ex- cept S. W. I.				2,848			1,248		1,116		
St. Pierre.	45										
Norway and Sweden	8,092	7,209	9,413	20,033	28	28	12,647	1,315	23,014	1,286	
Switzerland	1,019			2,379			1,636		54		
U. S. Columbia	70		1,331	1,683			1,582	899	625	40	
O. C.	1,023	329	1,505	1,683	1,006	1,006					
G. B.	9,862,056	2,564,219	10,880,969	10,177,948	3,637,132	3,637,132	10,190,872	2,214,811	10,292,883	2,491,161	
U. S.	265,175		341,339	283,082			202,479		124,992		
Belgium	15,749		21,910	30,199			104,257		152,180		
B. W. Indies.	566		365				5,827				
France	61		162	360			1,083		1,579		
Germany	1,842		2,438	1,068			5,879		2,623		
O. C.	3,826		6,823	10,007			77		7,490		
	27		184	394					264		
Iron and steel manu- factures of	287,246		373,221	325,110			319,602		289,128		
Lead and manufactures of											

No. 3.—STATEMENT (by Countries) of the Values of the principal Articles, both Dutiable and Free, imported, &c.—Continued.

ARTICLES IMPORTED.	Countries.	1888.		1889.		1890.		1891.		1892.		1893.	
		Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.
Metals and minerals— <i>Con.</i> Tin and manufactures of	G. B.	6,217	985,176	6,276	1,034,229	4,280	945,234	4,698	1,372,962	4,831	985,921	26,061	236,315
	U. S.	85,972	189,523	75,119	188,841	40,071	211,535	31,509	180,322	26,061	15,191	1,178	4,596
	Australia.	917	5,150	620	9,794	1,540	3,793	1,640	3,183	1,540	520	1,178	26
	Germany	781	536	1,151	3,228	619	23	37,847	1,556,467	32,590	1,242,049		
	O. C.	93,887	1,150,385	83,166	1,206,711	46,491	1,160,495						
Zinc and spelter, and manufactures of	G. B.	861	44,638	231	57,415	489	65,574	1,039	77,759	901	64,394	5,301	38,740
	U. S.	6,294	15,161	5,981	25,779	6,480	16,526	5,769	53,617	5,301	27,891	427	1,367
	Belgium.		31,696		40,252		25,544		33,890		840	39,973	1,780
	France.		27,592		39,700		240		1,053		340	121	37
	Germany	56	2,251	260	506	199	280	7,571	189,852	7,590	174,182		
	Holland	22											
O. C.	7,233	121,338	6,472	163,632	7,191	136,482							
Metals and manufactures of all other, N. E. S.	G. R.	115,150	88,128	113,366	236,832	119,389	189,922	135,598	405,279	141,831	365,717	376,969	841,029
	U. S.	297,733	38,408	300,761	141,289	333,352	95,148	323,367	141,677	2,023	36,018	1,462	
	Austria.	3,534		7,660	69,598	622	79,923	68	15,063	3,368	1,462		
	Belgium	1,553	376		221					5,804			
	B. W. Indies.	118	118							17,970			
	France	5,174	800	3,596	16,260	4,912	7,699	18,963	23,557	4,773			
	Germany	20,054		15,108		10,680							
	Holland												
	Italy	44											
	Japan.	895		1,052									
	Newfoundland		1,300		2,686			1,200		5,883			3,250
Norway and S.													
U. S. Colombia													

# Trade and Commerce.

	266	469	704	115	804	1,198	662	1,076	1,335	496
O. C.....	444,423	129,599	442,247	467,001	475,759	376,145	488,593	598,244	549,300	760,164
Minerals and aerated waters.....	9,391	1,386	11,462	1,335	12,760	1,417	27,980	1,520	32,131	1,154
G. B.....	3,565	1,386	4,429	1,335	6,433	1,417	9,177	1,520	10,641	1,154
U. S.....	383		1,311		2,587		4,983	10	9,085	
Austria.....	2,298		3,757		19,633		14,872		5,461	
France.....	12,634		17,851		933		338		129	
Germany.....	860	74	695							
O. C.....	29,131	1,460	39,505	1,335	42,346	1,417	57,350	1,530	57,437	1,154
Musical instruments and parts of.....	21,352		17,990		21,940				12,123	
G. B.....	378,416		319,050		306,830		295,273		278,450	
U. S.....	1,179		515		601		1,678		632	
Austria.....	39,380		42,585		33,906		25,322		26,644	
France.....	56,463		56,084		59,561		76,233		59,249	
Germany.....	1,842		620		72		1,518		759	
Switzerland.....	409		512		467		320		122	
O. C.....	499,041		437,356		426,377		418,718		377,979	
Mustard, French mustard and mustard cake...	46,899		50,000		51,487		55,848		54,326	
G. B.....	14,246		12,494		9,332		14,097		15,179	
U. S.....	356		23		20		44		201	
O. C.....	61,501		62,517		60,839		69,989		69,706	
Oils, coal, kerosene and products of.....	721		431		12		2,577		2,149	
G. B.....	523,371		547,451		554,086		495,025		470,570	
U. S.....					39					
O. C.....	521,092		547,882		554,137		497,602		472,719	
Oils, fish oil.....	1,474		2,276		2,663		1,134		1,089	
G. B.....	4,310		10,175		15,869		8,796		4,647	
U. S.....										
Newfoundland.....		57,928		44,762		104,895	818	57,131		95,551
Norway and S.....	3,924		4,917		7,658		5,223		4,650	
O. C.....			3		213		1,134		357	
	9,708	57,928	17,371	44,762	26,403	104,895	17,111	57,131	10,753	95,551



No. 3.—STATEMENT (by Countries) of the Values of the principal Articles, both Dutiable and Free, imported, &c.—Continued.

ARTICLES IMPORTED.	Countries.	1889.		1890.		1891.		1892.		1893.	
		Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.
Oils, vegetable, animal, lubricating and other, N. E.S.	G. B.	\$ 347,992	\$ 11,249	\$ 407,843	\$ 10,818	\$ 541,723	\$ 5,669	\$ 369,154	\$ 22,679	\$ 287,192	\$ 31,555
	U. S.	259,574	76,953	306,942	101,227	427,491	81,999	440,656	85,240	498,335	96,814
	B. E. Indies	3,374		4,270		7,881		3,923		6,708	
	China.	12,750		10,207		11,834		12,063		11,370	
	France	14,728		21,067		28,729		24,970		16,815	
	Germany	280		207		497		1,196		585	
	Italy	10,696		10,580		12,307		11,664		11,853	
	Spain	546		2,451		2,918				2,685	
	O. C.	461		815		1,202	35	1,186		800	
			650,381	88,212	764,382	112,045	1,034,582	87,703	864,812	107,919	886,343
Oil cakes and meal, &c	G. B.						45		526		179
	U. S.		24,111		25,641		42,047		50,610		29,714
Oil cloth.			24,111		26,261		42,092		51,136		29,893
	G. B.	153,453		159,748		186,631		182,243		192,745	
	U. S.	40,790		50,748		40,904		33,351		38,055	
	France.	612		102		80		2,102		2,404	
O. C.			76		382		514		974		
		194,855		210,674		227,997		218,210		234,178	
Optical, philosophical photographic and mathematical instruments, N. E.S.	G. B.	18,287	1,115	12,225	1,664	15,762	7,725	13,915	32,783	15,505	40,483
	U. S.	30,483	7,731	42,712	9,161	47,229	22,695	55,541	34,841	62,324	20,835
	France.	16,339	1,674	18,905	5,980	19,251	9,989	17,745	4,065	14,281	5,029
	Germany	4,011	3,174	3,740	2,546	5,639	1,772	5,856	9,739	5,073	14,854
	O. C.	999	10	142	7	391		259		267	293
		70,119	13,704	77,724	19,308	88,272	33,181	93,316	81,428	97,450	81,494

# Trade and Commerce.

Packages.....	116,931	39,165	130,592	34,121	133,071	10	142,001	46,576	142,489	389
U. S.....	155,455	13,078	194,509	12,876	135,908	5,318	167,513	1,079	131,566	2,576
Austria.....	552		776		1,082					
Belgium.....	1,227		1,800		1,902		2,253		1,443	
British Guiana.....	4,796		5,399		3,018		4,170		4,494	
B. E. Indies.....					2,058					
B. W. Indies.....	1,391		6,198		698		1,947		1,816	
China.....	5,247		3,458		3,665		4,154		7,595	
France.....	43,954		45,308		39,167		56,164		49,188	
Germany.....	1,379		1,701		1,680		2,898		2,001	
Greece.....	4,301		2,376		2,598		2,728		2,738	
Holland.....	109,351		115,133		66,304		63,755		93,024	
Spain.....	889		751		555		1,462		1,011	
Turkey.....	4,219		2,245		2,577		2,698		2,774	
O. C.....	1,087		2,063		1,103		2,436		1,560	
	450,781	52,243	512,309	46,997	395,296	5,330	452,079	47,772	441,699	3,211
Packages—Post Office parcels and packages.....										
G. B.....	60,249	51,638	89,968	65,681	91,352	89,489	117,819	50,580	126,353	128,877
U. S.....	205,276	48	224,965	238	236,133	254	247,804	857	266,399	5,892
O. C.....	668		769		720		535		747	
	266,193	51,686	315,702	65,919	328,205	89,743	366,158	51,437	393,499	134,769
Paintings, drawings, en- gravings, prints, and building plans, N. E. S.....										
G. B.....	6,253	65,632	7,731	106,874	7,929	114,603	5,760	250,382	4,362	185,106
U. S.....	25,664	24,223	35,903	68,411	29,845	86,017	35,465	57,139	31,378	38,990
France.....	592	17,971	1,139	135,835	4,434	10,206	2,290	52,385	4,626	52,087
Germany.....		183		2,675	1,599	1,599		923		1,060
Italy.....		873		5,868		3,671		600		595
O. C.....	508	108	1,143		227	232	1,219	843	1,150	312
	33,017	108,990	45,916	319,653	42,435	216,328	44,734	362,772	41,516	278,150
Paints and colours.....										
G. B.....	316,867	53,135	338,780	59,992	301,216	55,164	288,452	52,985	296,340	44,649
U. S.....	115,598	7,544	123,005	13,294	120,099	13,896	142,376	15,750	130,096	16,303
Belgium.....	31,915	804	35,030	1,278	22,244	920	4,901	516	40,910	1,195
France.....	3,820	120	11,508	543	1,418	423	11,465	815	14,713	10,142
Germany.....	93,363	8,941	124,685	5,147	110,633	4,609	120,029	7,612	104,547	1,365
Holland.....			219		80				5,321	
Italy.....					1,109					
O. C.....	292		58		380		280		342	
	561,865	70,553	628,285	80,164	567,179	75,012	567,452	77,678	601,269	73,654

No. 3.—STATEMENT (by Countries) of the Values of the principal Articles, both Dutiable and Free, imported, &c.—Continued.

ARTICLES IMPORTED.	Countries.	1889.		1890.		1891.		1892.		1893.	
		Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.
Paper and manufactures of	G. B.	408,462		471,647		411,498		416,689		376,628	
	U. S.	683,546		682,805		659,160		719,561		737,846	
	Austria.	698		578		5,662		1,245		657	
	Belgium.	6,380		7,127		2,182		3,754		1,814	
	China.	3,388		2,116		9,880		2,479		3,341	
	France.	6,785		10,744		59,910		8,484		10,274	
	Germany.	41,239		55,777		2,402		57,035		61,364	
	Japan.	1,688		4,333		126		3,987		2,613	
	O. C.	54		578		1,151,342		147		322	
			1,132,150		1,235,703				1,213,331		1,194,862
Paraffine wax, stearic acid and stearine of all kinds.	G. B.	42		64		10		182		97	
	U. S.	5,181		15,790		50,365		48,524		38,864	
	O. C.	51		4				17		19	
		5,274		15,858		50,275		48,723		38,960	
Pelts, raw	G. B.		1,226		574		9,673		20,724		85,298
	U. S.		3,279		1,687		4,644		16,608		4,647
	O. C.						60				279
			4,505		2,261		14,377		37,332		90,224
Pencils, lead, in wood or otherwise	G. B.	8,941		9,559		7,998		7,212		8,180	
	U. S.	34,687		30,686		34,905		36,423		38,634	
	France.	364		1,561		13,651		13,436		8,864	
	Germany.	12,926		6,511		376		98		247	
	O. C.	183		489		57,180		57,164		55,925	
		57,001		49,018							

## Trade and Commerce.

Perfumery, all kinds, pomades, hair oil, &c.	G. B.	17,189	19,021	21,112	19,463	21,691	19,463	21,691	19,463	21,691
	U. S.	43,358	37,313	36,969	33,219	36,753	33,219	36,753	33,219	36,753
	France	34,007	35,053	35,756	36,338	43,582	36,338	43,582	36,338	43,582
	Germany	2,771	3,223	6,484	4,359	5,655	4,359	5,655	4,359	5,655
	O. C.	154	360	662	184	185	184	185	184	185
		97,479	94,970	100,983	98,563	106,866	98,563	106,866	98,563	106,866
Pickles, sauces and catsups.	G. B.	95,575	91,112	98,339	103,492	95,762	103,492	95,762	103,492	95,762
	U. S.	10,315	8,286	13,446	14,810	11,740	14,810	11,740	14,810	11,740
	China	1,408	965	1,995	1,955	1,827	1,955	1,827	1,955	1,827
	O. C.	1,066	1,477	1,072	712	1,416	712	1,416	712	1,416
		108,364	101,840	114,792	120,969	110,745	120,969	110,745	120,969	110,745
Plants and trees.	G. B.	4,088	1,150	3,172	2,571	4,315	2,571	4,315	2,571	4,315
	U. S.	122,889	88,800	115,603	42,600	15,232	102,458	15,232	102,458	15,232
	Belgium	684	664	387	664	1,175	316	1,175	316	1,175
	France	192	244	131	131	3,763	2,474	3,763	2,474	3,763
	Germany	454	231	778	231	1,134	1,134	1,134	1,134	1,134
Holland	204	673	673	673	5,803	5,803	5,803	5,803	5,803	
O. C.	138	25	1,422	42	702	686	702	686	702	
	128,749	90,279	120,584	46,912	32,024	38,705	46,912	38,705	100,438	42,906
Precious stones of all kinds and imitations of	G. B.	3,174	2,192	1,088	16,423	43,648	8,530	3,174	46,734	46,734
	U. S.	863	918	1,140	62,597	29,536	11,566	2,912	24,582	24,582
	France	774	5,474	763	56,315	8,142	30,028	5,146	36,710	36,710
	Germany	789	298	487	487	75	322	1,113	1,113	1,113
	Holland	12,541	37	64	468	9,511	10,853	10,853	1,777	87
O. C.	930	.....	.....	.....	.....	.....	.....	.....	.....	
	5,600	8,882	4,110	136,200	90,912	61,289	7,495	12,345	109,890	109,890
Provisions, viz. :—Butter, cheese, eggs, lard and meats.	G. B.	12,440	23,212	21,901	69	23	37	18,132	14	14
	U. S.	3,112,643	3,427,830	3,233,036	90,244	94,996	26,208	1,602,728	4,828	12
	China	2,997	2,149	3,238	1,401	1,897	1,873	4,427	2,428	585
	France	1,073	1,692	2,717	59	3,109	113	2,428	468	468
	O. C.	1,154	1,669	1,493	.....	.....	.....	.....	.....	.....
	3,130,307	3,456,562	2,322,375	91,773	96,916	28,231	2,229,560	1,628,578	611	611

No. 3.—STATEMENT (by Countries) of the Value of the principal Articles, both Dutiable and Free, imported, &c.—Continued.

ARTICLES IMPORTED.	Countries.	1889.		1890.		1891.		1892.		1893.	
		Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.
Rags, of cotton, linen, jute, heup, woolen, &c.	G. B.		\$ 88,740		\$ 67,287		\$ 49,722		\$ 106,063		\$ 110,509
	U. S.		107,179		124,244		107,846		91,116		120,601
	Australia		3,200		2,888						
	Belgium		6,684		4,445						
	France		25,823		27,699		42,227		30,309		8,324
Germany		5									
O. C.		231,631		227,400		199,735		227,488		239,454	
Rennet.	G. B.		111		878		164		1,165		2,726
	U. S.		24,359		17,135		30,311		40,859		41,372
	Denmark.				165		165		4,031		4,628
	Germany.		890		1,032		1,564		3,648		1,686
	Holland.		3,649		2,715		3,802		5,436		6,343
	O. C.				884		214				40
		29,009		22,757		36,220		55,138		56,795	
Resin.	G. B.		4				2,654				1,353
	U. S.		62,963		61,384		85,442		97,107		96,215
	O. C.		62,967		61,384		88,096		97,107		182
Salt.	G. B.		23,383		31,264		36,667		34,767		41,237
	U. S.		16,119		26,084		23,704		31,539		36,164
	B. W. Indies				756		1,876		1,684		3,266
	D. W. Indies.				20,875		19,408		22,036		28,515
	F. W. Indies.				228		969		2,681		2,749
		10,970		5,410		8,190		12,459		5,445	



No. 3. — STATEMENT (by Countries) of the Value of the Principal Articles, both Dutiable and Free, imported, &c. — Continued.

ARTICLES IMPORTED.	Countries.	1889.		1890.		1891.		1892.		1893.		
		Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	
Silk and manufactures of.	G. B.	\$ 2,401,324	\$ 24,564	\$ 2,305,139	\$ 406	\$ 2,225,309	\$ 535	\$ 2,035,810	\$ 552	\$ 2,244,201	\$ *	
	U. S.	120,998	125,068	134,956	205,561	120,994	189,635	135,050	249,620	112,879	229,063	
	Austria	585		9,363		7,851		9,075	26,050	9,895		
	China	8,627		155,035		110,951		89,044		126,062		
	France.	107,508	262	129,461		108,168		104,902		88,400		
	Germany	85,579		21,263		22,723		47,227	790	110,397		
	Japan	12,957	26,490	92,749		75,824		38,617		81,162		
	Switzerland.	26,903						1,171		285		
	Turkey			152	357	143	184			1,054	761	206
	O. C.	860							2,125			
			2,765,461	176,374	2,851,392	206,324	2,675,374	190,354	2,483,021	278,066	2,776,053	229,299
Slate and manufactures of	U. S.	41,295		22,760		43,486		48,972		48,766		
	Germany	27				1,770		1,400		2,045		
	O. C.	16		111		887		189		395		
		41,338		22,871		46,143		50,561		51,206		
Soap	G. B.	25,511		31,714		43,786		53,632		74,219		
	U. S.	70,949		92,500		92,646		98,896		93,894		
	France.	16,282		12,014		12,062		12,303		14,777		
	Germany	1,082		548		195		1,564		596		
	Italy	473		3,324		2,281		1,402		1,151		
	O. C.	46		132		124		6		111		
	114,343		140,232		151,094		167,763		184,748			
Spices, all kinds	G. B.	160,663		162,871		161,078		124,744		138,284		
	U. S.	53,773		45,606		51,608		49,810		47,258		
	B. E. Indies	16		49		1,892		2,638		258		
	B. W. Indies	6,452		2,459		4,544		3,312		7,269		
	Japan	2,423										

# Trade and Commerce.

	192	529	638	1,584	356
<b>Spirits and wines</b>					
O. C. . . . .	223,525	211,514	219,760	182,088	193,425
G. B. . . . .	354,187	400,927	386,192	493,426	473,345
U. S. . . . .	44,054	50,301	58,751	61,142	61,142
Belgium . . . . .	18,229	4,597	11,258	11,529	8,040
B. Guiana . . . . .	21,991	28,932	25,973	36,755	28,060
B. W. Indies . . . . .	9,238	9,105	6,671	10,698	14,305
China . . . . .	14,649	10,014	11,982	13,642	11,676
France . . . . .	556,731	624,268	671,587	603,201	627,706
F. poss. Africa . . . . .	169	169	1,606	23,946	15,505
Germany . . . . .	17,853	15,406	13,240	131,433	140,869
Holland . . . . .	147,812	182,099	119,202	1,061	1,061
Hong Kong . . . . .	28,359	25,421	14,276	13,852	16,778
Italy . . . . .	1,497	1,804	1,841	1,357	756
Newfoundland . . . . .	54,096	54,729	39,242	36,489	40,289
Portugal . . . . .	135,066	177,138	144,074	137,803	104,400
Spain . . . . .	1,051	1,343	1,561	2,076	746
St. Pierre . . . . .	682	2,691	777	2,118	1,441
O. C. . . . .	1,408,666	1,588,838	1,519,509	1,574,149	1,545,058
<b>Sponges</b>					
G. B. . . . .	17,234	18,253	23,969	22,660	21,236
U. S. . . . .	11,391	13,890	16,021	15,408	18,300
Greece . . . . .	191	1,741	362	1,871	293
O. C. . . . .	28,816	34,542	40,352	40,555	39,889
<b>Starch including farina and corn starch</b>					
G. B. . . . .	19,031	21,748	25,964	21,181	21,154
U. S. . . . .	35,427	41,545	36,211	28,571	20,486
China . . . . .	1,018	720	833	1,292	921
O. C. . . . .	84	1	360	455	24
O. C. . . . .	56,160	64,007	53,368	46,499	42,585
<b>Stone and manufactures of</b>					
G. B. . . . .	66,022	57,501	51,189	41,908	46,153
U. S. . . . .	152,003	244,022	246,110	137,492	104,633
Belgium . . . . .	450	680	14,616	18	3,991
France . . . . .	818	1,092	665	659	468
Germany . . . . .	1,811	908	2,025	1,965	623
O. C. . . . .	227	233	54	100	51
O. C. . . . .	221,991	304,451	314,659	181,242	151,949
		44,425	28,738	36,310	41,626



No. 3—STATEMENT (by Countries) of the Values of the principal Articles, both Dutiable and Free, imported, &c.—Continued.

ARTICLES IMPORTED.	Countries.	1889.		1890.		1891.		1892.		1893.	
		Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.
Sugar all kinds.	G. B.	\$ 53,513	\$ .	229,343	\$ .	22,582	\$ .	22,491	\$ .	2,745	\$ .
	U. S.	496,634	\$ .	500,160	\$ .	254,298	\$ .	305,282	\$ .	15,020	\$ .
	Belgium.	14,149	\$ .	\$ .	\$ .	32,754	\$ .	\$ .	\$ .	\$ .	\$ .
	British Africa.	1,159,894	\$ .	\$ .	\$ .	18,876	\$ .	\$ .	\$ .	\$ .	\$ .
	Brazil.	\$ .	\$ .	513,730	\$ .	449,886	\$ .	\$ .	\$ .	\$ .	\$ .
	B. E. Indies.	\$ .	\$ .	\$ .	\$ .	\$ .	\$ .	102,619	\$ .	\$ .	\$ .
	B. Guiana.	104,397	\$ .	134,284	\$ .	118,271	\$ .	2,936	\$ .	1,572	\$ .
	E. W. Indies.	301,953	\$ .	289,290	\$ .	173,852	\$ .	26,327	\$ .	1,332	\$ .
	China.	1,026	\$ .	1,516	\$ .	17,717	\$ .	11,682	\$ .	27,063	\$ .
	D. E. Indies.	47,635	\$ .	309,093	\$ .	327,445	\$ .	111,512	\$ .	\$ .	\$ .
	Egypt.	\$ .	\$ .	\$ .	\$ .	\$ .	\$ .	\$ .	\$ .	\$ .	\$ .
	F. W. Indies.	6,137	\$ .	9,653	\$ .	\$ .	\$ .	\$ .	\$ .	\$ .	\$ .
	Germany.	1,173,387	\$ .	1,030,958	\$ .	1,057,627	\$ .	5,310	\$ .	24	\$ .
	Mauritius.	\$ .	\$ .	54,810	\$ .	\$ .	\$ .	\$ .	\$ .	\$ .	\$ .
	S. W. Indies.	1,526,058	\$ .	1,799,133	\$ .	1,324,162	\$ .	128,057	\$ .	11,270	\$ .
Spanish poss., all other.	685,489	\$ .	708,270	\$ .	1,347,399	\$ .	279,489	\$ .	1,960,061	\$ .	
O. C.	202	\$ .	404	\$ .	356	\$ .	118	\$ .	19	\$ .	
		5,570,466	\$ .	5,580,574	\$ .	5,128,325	\$ .	893,184	\$ .	59,045	\$ .
Molasses.	B. Guiana.	68,151	\$ .	82,516	\$ .	47,857	\$ .	31,795	\$ .	40,216	\$ .
	B. W. Indies.	635,932	\$ .	836,566	\$ .	839,054	\$ .	536,210	\$ .	637,935	\$ .
	Danish W. I.	9,994	\$ .	8,534	\$ .	13,082	\$ .	\$ .	\$ .	5,433	\$ .
	S. W. Indies.	118,917	\$ .	78,606	\$ .	107,929	\$ .	184,496	\$ .	106,736	\$ .
	U. S.	194,141	\$ .	152,573	\$ .	52,191	\$ .	164,979	\$ .	94,124	\$ .
O. C.	569	\$ .	815	\$ .	887	\$ .	770	\$ .	480	\$ .	
		1,047,704	\$ .	1,159,609	\$ .	1,060,410	\$ .	918,250	\$ .	884,983	\$ .
Sugar candy, confectionery, sweetened gums and candied deals, glucose or grape sugar and saccharine.	G. B.	50,045	\$ .	63,964	\$ .	55,719	\$ .	50,461	\$ .	48,992	\$ .
	U. S.	103,216	\$ .	89,137	\$ .	67,490	\$ .	88,221	\$ .	83,866	\$ .
	China.	1,374	\$ .	1,729	\$ .	\$ .	\$ .	\$ .	\$ .	\$ .	\$ .
	France.	3,704	\$ .	1,215	\$ .	2,132	\$ .	3,998	\$ .	4,213	\$ .

# Trade and Commerce.

Italy.....	6,231	6,787	3,217	2,485	5,755	8
Spain.....	70	628	1,284	1,834	208	1,253
Switzerland.....	1,096	277	1,419	2,303	144,290	
O. C.....	57		1,821			
	165,793	163,737	133,082	149,302		
Tallow.....						
G. B.....	1,208	1,511	1,442	1,795	1,775	
U. S.....	35,061	34,718	31,743	41,857	32,182	21
O. C.....						
	36,269	36,229	33,185	46,652	33,978	
Tea.....						
G. B.....	73,937	1,443,482	1,374,725	97,110	1,264,002	1,310,906
U. S.....		8,540	158,124	29,226	89,286	19,741
B. E. Indies.....			26,764		38,064	1,919
B. W. Indies.....			422,427	391,829	461,197	357,686
China.....			1,127,416	1,071,231	1,804,636	1,196,609
Japan.....			36	289	476	
O. C.....						
	73,937	2,934,682	158,124	2,820,292	3,568,375	2,886,841
Tobacco and manufactures of.....						
G. B.....	11,089	11,082	10,254	10,126	6,902	880
U. S.....	91,245	78,432	77,307	63,409	53,622	1,092,679
B. W. Indies.....	491	12,778	2,618	1,842	10,007	
D. E. Indies.....						2,558
China.....	2,297	1,294	2,572	1,640	2,554	
Germany.....	2,653	869	1,317	2,952	2,832	3,994
Holland.....	19,938	49,837	101,866	9,891	81,380	81,380
S. W. Indies.....	169,027	191,777	218,379	194,464	220,078	51,296
Spain.....	1,108	1,614	749		776	525
Spanish poss., others.....	1,323	132	8,301	3,005	2,276	
Turkey.....		932	1,445	3,301	1,315	
O. C.....	1,343	527	322,942	3,301	1,286	317
	280,566	298,910	322,942	280,739	301,648	1,833,619

No. 3.—STATEMENT (by Countries) of the Values of the principal Articles, both Dutiable and Free, imported, &c.—Continued.

ARTICLES IMPORTED.	Countries.	1889.		1890.		1891.		1892.		1893.	
		Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.
Tobacco pipes, pipe mounts, cigar and cigarette holders and cases for same.	G. B.	20,614		24,837		31,290		38,538		38,255	
	U. S.	13,437		11,338		12,736		12,523		12,911	
	Austria.	22,500		18,213		14,189		24,104		31,563	
	Belgium.	1,036		40,896		28,337		36,793		36,544	
	France.	34,940		39,980		25,676		52,134		44,157	
	Germany.	29,486		4,191		1,307		2,610		514	
Switzerland.		62		527		486		377		644	
O. C.											
		122,075		139,972		114,011		167,079		164,588	
Trunks, pocketbooks, purses, hat boxes, carpet bags and satchels.	G. B.	22,284		17,793		16,926		13,721		13,942	
	U. S.	45,485		39,577		38,914		34,210		46,749	
	France.	11,936		16,460		14,053		14,382		13,086	
	Germany.	8,108		5,584		6,977		7,631		8,237	
	O. C.	968		544		422		385		364	
			86,731		79,908		77,292		70,329		82,378
Turpentine, spirits of.	U. S.	194,650	174	220,847	10	201,513	88	200,840	24	164,774	
	O. C.	63		1,196	8	65		79		153	3
		194,713	174	222,043	18	201,578	88	200,919	24	164,927	3
Umbrellas, parasols and sunshades.	G. B.	299,657		319,523		287,338		261,547		284,213	
	U. S.	1,292		5,420		5,364		3,865		3,068	
	France.	133		2,634		2,696		713		713	
	Germany.	1,760		1,731		2,263		3,601		4,106	

# Trade and Commerce.

	554	886	211	1,074	249
O. C. ....	308,336	380,144	297,872	270,117	282,349
Varnish, lacquers, dryers, colloidion and oil finish...					
G. B. ....	24,621	27,717	20,004	29,352	30,010
U. S. ....	57,622	59,062	45,467	47,937	43,118
Belgium.....	1,242	1,028	296	682	733
O. C. ....	449				
	88,934	87,827	65,767	77,972	73,861
Vegetables.....					
G. B. ....	6,663	13,109	13,270	10,888	10,408
U. S. ....	144,194	193,025	183,946	190,012	178,757
B. W. Indies.	2,213	2,761	2,607	3,829	2,622
China.....	4,883	4,234	4,082	5,382	5,406
France.....	17,340	26,305	31,175	30,202	8,030
Greece.....		1,382			
Spain.....	7,114	4,389	2,448	2,987	4,949
O. C. ....	266	297	951	1,108	629
	182,723	246,002	238,479	244,418	210,801
Watches and parts of ...					
G. B. ....	18,878	11,707	5,389	10,453	11,630
U. S. ....	463,011	512,007	401,738	306,526	308,199
Belgium.....	60	1,385	1,385		
France.....	10,645	7,901	7,837	8,281	16,762
Germany.....	377	1,638			3,722
Switzerland...	82,190	120,687	90,963	71,460	60,428
O. C. ....		14	514	172	49
	575,161	653,924	507,826	396,892	402,790
Webbing, elastic and non- elastic.....					
G. B. ....		1,575	51,154	56,992	68,189
U. S. ....		4,586	52,782	56,474	55,204
Austria.....		322	7,794	4,059	25
France.....			1,286	666	4,390
Germany.....					1,785
		6,433	113,016	121,191	129,568

No. 3.—STATEMENT (by Countries) of the Values of the principal Articles, both Dutiable and Free, imported, &c.—Continued.

ARTICLES IMPORTED.	Countries.	1889.		1890.		1891.		1892.		1893.		
		Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	Dutiable.	Free.	
Wood and manufactures of	G. B.	60,671	9,848	74,902	3,563	102,383	4,162	115,927	2,245	110,014	4,693	
	U. S.	1,549,294	984,956	1,562,644	1,196,415	1,200,518	1,768,811	1,090,525	1,110,427	1,034,411	1,132,159	
	Austria.	4,239		3,926		3,752		4,336		2,417		
	B. W. Indies.		1,398		396		261		2,279		4,078	
	China	2,971		1,871		1,500		2,637		1,740		
	France.	6,872		7,543		11,515		20,657		14,144		
	Germany	19,248	70	22,911	13,468	18,327	17,319	19,089	9,020	39,106	4,246	
	Japan.	5,108		6,262		6,177		5,999		4,220		
	Newfoundland		1,305									
	Portugal.	16,256	27	24,404	1,670	19,960	8,564	10,650			12,559	
	Spain.	500		2,553		3,376		15,124		2,816	9,127	
	U. S. Colombia						860		2,394		1,171	
	O. C.	2,282	436	3,444	95		1,170			1,704		
		1,667,441	998,040	1,730,460	1,216,460	1,368,368	1,802,455	1,287,280	1,130,750	1,228,969	1,146,223	
	Wood and manufactures of	G. B.	9,535,427	479,639	10,114,249	694,480	9,070,632	575,955	9,413,731	601,777	9,670,174	600,673
U. S.		130,316	699,823	140,263	696,386	106,593	564,956	159,504	689,925	151,659	575,996	
Austria.		7,263	31,269	4,385	186,686	3,023	167,319		264,016	3,097	199,740	
Belgium.			227,673		57,643		4,334		69,131		189,687	
B. Africa.		8,189	3,269	4,093	1,521	7,224	59,552	10,185		4,803		
B. E. Indies									1,515			
China		1,612		1,177		952		2,633		794		
France.		207,566	56,258	353,971	102,063	281,699	58,682	256,339	102,064	548,868	118,340	
Germany		439,287	549	463,348	11,447	448,592	15,771	514,735	178	751,653		
Holland				184							2,958	
Italy.												
Switzerland.		844		570		288		3,129		33,049		
O. C.		1,960	286	687		327	86	530	6	378	53	
		10,332,464	1,617,120	11,083,127	1,750,226	9,919,330	1,446,655	10,360,786	1,728,612	10,967,433	1,686,703	

## Trade and Commerce.

No. 4.—STATEMENT (by Countries) of the Values of the principal Articles exported during each Fiscal Year from 1889 to 1893 inclusive.

(ABBREVIATIONS.—*G. B.*, Great Britain; *U. S.*, United States; *B. W.*, British West; *B. E.*, British East; *S. W.*, Spanish West; *O. C.*, Other Countries; *D. W.*, Danish West.)

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1893.
		\$	\$	\$	\$	\$
Animals:— Horned cattle .....	G. B. ....	4,992,161	6,565,315	8,425,396	7,481,613	7,402,208
	U. S. ....	494,666	107,391	29,245	21,777	11,052
	Belgium .....	17,000				71,840
	B. W. Indies .....	645	145	2,170	648	1,010
	France .....	33,700	38,160			
	Germany .....	48,350	135,300	196,840	142,240	152,080
	Newfoundland .....	98,490	80,459	91,378	78,374	85,681
	St. Pierre .....	29,514	25,415	29,580	24,116	21,032
	O. C. ....			160	631	200
			5,714,526	6,952,185	8,774,769	7,749,399
Horses .....	G. B. ....	27,135	17,925	156,404	218,985	274,310
	U. S. ....	2,169,792	1,959,355	1,370,192	1,220,665	1,250,189
	B. Guiana .....				1,950	300
	B. W. Indies .....	16,750	17,421	27,616	28,025	30,930
	Mexico .....					3,000
	Newfoundland .....	12,955	12,757	16,382	13,906	27,136
	S. W. Indies .....					1,710
O. C. ....	260	75	1,970	900	432	
		2,226,892	2,007,533	1,572,564	1,484,431	1,588,007
Sheep .....	G. B. ....	303,009	486,299	344,405	288,145	133,222
	U. S. ....	932,127	764,217	763,481	1,117,121	1,129,499
	Belgium .....	13,300				
	B. W. Indies .....	1,976	975	1,000	3,293	6,667
	France .....		1,864			
	Germany .....	6,000	726	7,690		
	Newfoundland .....	14,049	15,483	26,654	12,235	11,888
	St. Pierre .....	6,457	6,692	7,435	7,422	7,232
	O. C. ....		743	200	851	32
		1,276,918	1,276,999	1,150,865	1,429,067	1,288,540
Swine .....	G. B. ....					14,704
	U. S. ....	4,448	1,776	888	755	130,093
	St. Pierre .....	1,557	1,175	838	836	936
	O. C. ....	170	201	228	223	357
			6,175	3,152	1,954	1,814
Poultry .....	G. B. ....	1,127	1,623	4,826	3,349	5,394
	U. S. ....	111,005	108,940	56,160	57,142	69,524
	B. W. Indies .....					1,106
	Newfoundland .....		2,446	64	144	384
	St. Pierre .....	1,437	2,080	2,198	1,568	2,219
	O. C. ....	1,132	193	155	54	
		114,701	115,232	63,403	62,257	78,627
Total, Animals .....		9,339,212	10,355,101	11,563,555	10,726,968	10,846,367

No. 4.—STATEMENT (by Countries) of the Values of the principal Articles exported, &amp;c.—Continued.

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1893.
		\$	\$	\$	\$	\$
Ashes, including pot and pearl ashes	G. B.	84,032	61,014	68,380	61,581	53,561
	U. S.	33,253	33,645	49,869	32,081	66,854
	Belgium			1,100		
	France	13,181	9,270	4,127		
	Germany		1,944	250		
	Holland	1,101				
	O. C.	81	494	467	996	471
			131,648	106,367	124,193	114,658
Books, pamphlets, maps, photographs, &c.	G. B.	18,092	27,591	20,942	29,672	19,083
	U. S.	35,547	48,061	57,113	57,331	57,586
	Australia	5,854	4,403	1,567	974	105
	B. Guiana	26		497	2,102	390
	B. W. Indies	910	3,733	5,054	4,519	2,416
	France	96	365	3,200		
	Germany		1,285		153	
	Newfoundland	3,014	3,396	3,093	3,222	11,263
	Mexico		20	1,148		59
	O. C.	2,764	587	771	1,148	1,585
			66,303	89,441	93,385	99,121
Breadstuffs:— Grain: Barley.	G. B.	3,838	12,017	75,225	1,233,844	280,303
	U. S.	6,454,603	4,582,575	2,849,281	1,354,485	638,279
	Holland				23,909	
	Newfoundland	6,151	5,781	5,371	1,125	2,372
	Russia					25,002
	O. C.		49	8		195
			6,464,592	4,600,422	2,929,885	2,613,363
Beans	G. B.		1,292			
	U. S.	406,101	250,769	494,106	409,424	352,072
	Newfoundland	603	494	1,728	1,915	2,869
	O. C.	221	230	673	1,214	1,899
			406,925	252,785	496,507	412,553
Buckwheat	G. B.					32,547
	U. S.					67,376
	Belgium					50,330
	Germany					97,304
	Holland					30,032
	O. C.					92
						277,681
Indian corn	G. B.	2,190,271	2,999,133	1,802,675	1,340,185	1,299,281
	Belgium					132,955
	Denmark					18,502
	Germany					38,727
	Holland					3,493
	Newfoundland					33,732
	O. C.	839	710	778	570	808
		2,191,110	2,999,843	1,803,453	1,340,755	1,527,498

## Trade and Commerce.

No. 4.—STATEMENT (by Countries) of the Values of the principal Articles  
exported, &c.—Continued.

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1893.
Breadstuffs— <i>Con.</i>		\$	\$	\$	\$	\$
Grain— <i>Con.</i>						
Oats.....	G. B .....	2,286	156,789	25,104	1,983,130	2,137,145
	U. S. ....	28,680	11,758	8,710	55,654	23,635
	Belgium .....					120,465
	B. Guiana.....	8,938	9,563	6,961	21,351	10,398
	B. W. Indies.....	68,198	63,195	49,108	121,830	158,245
	D. W. Indies.....					2,179
	F. W. Indies.....				6,544	
	Germany.....					5,343
	Holland.....				4,200	19,199
	Newfoundland .....	44,486	35,470	65,547	50,923	77,462
	St. Pierre.....	1,056	619	1,028	2,611	998
	S. W. Indies.....			168	2,731	168
	O. C. ....	475	411	220	958	85
		154,119	277,805	156,846	2,249,932	2,555,322
Pease, whole.....	G. B .....	1,091,078	1,190,836	1,439,771	2,343,195	1,727,496
	U. S. ....	312,650	371,332	358,267	463,386	422,925
	Belgium .....	16,443	26,255		25,181	56,300
	B. Guiana.....					3,534
	B. W. Indies.....		373	3,645	11,951	9,461
	Cent. Am. States.....				1,048	
	D. W. Indies.....		364	266	1,110	2,262
	Germany.....	5,300	104,072	44,471	175,379	115,852
	Holland.....				164,313	89,803
	Newfoundland .....	22,609	21,401	11,277	79,321	13,664
	O. C. ....	1,337		646	1,194	140
		1,449,417	1,714,633	1,858,343	3,266,078	2,441,437
Pease, split.....	G. B .....		95,209	45,601	89,781	68,262
	U. S. ....		74,215	99,336	20,460	4,214
	B. W. Indies.....		292	28,777	61,137	45,234
	B. Guiana.....				9,557	16,642
	Cent. Am. States.....				12,096	
	Newfoundland .....		513	357	1,219	2,449
	O. C. ....		50	211	1,131	397
			170,279	174,282	195,381	137,198
Rye.....	G. B .....		53,413	92,414	1,892,198	209,809
	U. S. ....		113,320	95,131	88,207	6,017
	Belgium .....		2,990	45,534	2,915	
	Germany.....		65,817	17,361	113,314	9,500
	Holland.....				82,127	
	Newfoundland .....		18,907			5
	O. C. ....		450			
			254,897	250,440	2,178,761	225,331
Wheat.....	G. B .....	1,711,651	2,362,318	3,484,588	10,819,942	9,548,964
	U. S. ....	28,639	6,625	613,690	871,263	246,568
	Belgium .....	4,650			5,508	213,145
	Germany.....		2,376		242,479	54,441
	Holland.....				111,834	88,894
	Newfoundland .....	17	22,811	4,199	5,806	3
	O. C. ....			257		1
		1,744,957	2,394,130	4,102,734	12,056,832	10,152,016



No. 4.—STATEMENT (by Countries) of the Values of the principal Articles exported, &amp;c.—Continued.

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1893.
		\$	\$	\$	\$	\$
Breadstuffs— <i>Con.</i> Grain, all other.....	G. B. ....		187	1,183	63,775	400
	U. S. ....	39,988	18,246	17,125	124,078	7,129
	Belgium .....				10,568	
	Germany .....		5,595	18,280	72,321	14,894
	Holland .....				106,669	
	O. C. ....	95		520		10
		40,083	24,028	37,108	377,411	22,433
Total, grain.....		12,451,203	12,688,822	11,809,598	24,691,066	18,641,907
Grain products:— Bran.....	G. B. ....	57,015	68,822	98,016	87,944	87,892
	U. S. ....	10,874	14,103	56,444	51,318	83,016
	Germany .....	100	755	2,245	1,360	1,210
	Newfoundland .....	3,342	2,892	5,504	5,400	8,172
	O. C. ....	749	581	1,579	104	862
			72,080	87,153	163,788	146,126
Oatmeal.....	G. B. ....	201,334	250,657	36,247	387,946	503,294
	U. S. ....	25,143	47,581	1,900	4,722	115,962
	Holland .....				7,186	
	Newfoundland .....	11,335	8,477	7,736	15,205	6,949
	O. C. ....	125	276	104	256	272
		237,937	306,991	45,987	415,315	626,477
Wheat flour.....	G. B. ....	451,340	450,483	881,814	1,110,368	853,144
	U. S. ....	12,462	34,470	58,489	17,420	8,931
	Belgium .....			4,200		
	B. Guiana .....				17,253	12,146
	B. W. Indies....	150	944	1,692	42,919	48,633
	China .....				7,865	21,270
	D. W. Indies....	120	125	175	4,750	2,493
	F. W. Indies....		100		24,686	4,795
	Germany .....				2,980	
	Holland .....				12,800	
	Japan .....				3,102	
	Newfoundland .....	296,281	169,214	506,915	593,729	825,905
	St. Pierre .....	8,142	4,837	6,905	12,832	20,686
	S. West Indies .....				9,150	
O. C. ....	983	899	110	637	875	
		769,478	661,072	1,460,300	1,860,491	1,798,878
Malt.....	U. S. ....	105,183	149,551	87,084	20	19
	B. Honduras .....				830	
	Newfoundland .....	687	1,070	1,090	600	1,226
		105,870	150,621	88,174	1,450	1,245
Products of grain, all other, N.E.S. ....	G. B. ....	31,718	68,719	12,304	47,269	11,434
	U. S. ....	44,402	9,582	170	2,729	918
	Newfoundland .....	5,673	4,868	4,550	4,791	2,635
	O. C. ....	110	348	450	741	1,096
			81,903	83,517	17,474	55,530

## Trade and Commerce.

No. 4.—STATEMENT (by Countries) of the Values of the principal Articles  
exported, &c.—*Continued.*

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1893.
		\$	\$	\$	\$	\$
Breadstuffs— <i>Con.</i> Grain products— <i>Con.</i> Total products of grain.....		1,267,268	1,289,354	1,775,723	2,478,912	2,623,835
Breadstuffs, all other, N.E.S.....	G. B.....					47,467
	U. S.....		1,716	1,961	227	5
	B. W. Indies.....				1,448	1,760
	Newfoundland....	7,996	8,013	5,696	9,559	21,044
	St. Pierre.....	2,843	5,644	6,215	6,243	8,110
	O. C.....	333	1,136	786	65	594
		11,172	16,509	14,658	17,542	78,980
Total, breadstuffs....		13,729,643	13,994,685	13,599,979	27,187,520	21,344,722
Coal, charcoal, cinders, &c.	G. B.....	94,060	131,667	88,160	82,648	83,828
	U. S.....	2,113,878	2,343,975	2,781,195	3,024,491	3,035,474
	Australia.....			8,418	4,408	
	Brazil.....		2,205			
	B. Guiana.....		1,198	3,803	9,195	195
	B. poss. Pac. Ocean				5,616	
	B. W. Indies.....	4,905	12,090	15,997	18,511	25,733
	China.....				3,834	9,843
	D. W. Indies.....	586	300			5,466
	France.....	2,744	1,132	1,538		
	Germany.....	2,156	5,072	1,774	450	4,900
	Hawaiian Islands.	17,380	10,312	49,064	16,888	32,172
	Holland.....				1,445	
	Hong Kong.....		7,254	9,640	37,170	
	Japan.....	4,000	7,200	4,664	4,571	12,564
	Mexico.....	10,118		16,188		
	Newfoundland....	152,901	167,935	141,271	203,254	165,020
	Russia.....				4,724	
	S. W. Indies.....	7,640	11,994	11,501	12,691	13,580
	St. Pierre.....	16,564	19,905	15,484	30,679	19,872
	Sweden & Norway	1,200	197			
	O. C.....	796	1,400		800	1,356
		2,428,928	2,723,836	3,148,697	3,461,375	3,410,003
Cotton and manufactures of.	G. B.....	10,211	8,908	19,232	12,712	6,479
	U. S.....	196,681	160,392	134,972	133,883	164,728
	B. W. Indies.....	1,250	3	45,208	10,367	1,464
	China.....	7,100		9,397	228,958	244,525
	D. W. Indies.....			3,670		
	Germany.....		1,634			110
	Newfoundland....	3,960	3,589	16,774	15,054	15,034
	St. Pierre.....	2,649	450		1,439	3,150
	O. C.....	15		977	1,095	1,015
		221,866	174,976	230,230	403,508	436,505
Drugs, dyes, chemicals and medicines:— Extract of hemlock bark..	G. B.....	156,312	158,437	175,335	150,714	105,596
	Belgium.....	1,160		55		
	Newfoundland....	1,567	3,385	11,786	6,273	2,114
	O. C.....		220		766	375
		159,039	162,042	187,176	157,753	108,085

No. 4.—STATEMENT (by Countries) of the Values of the principal Articles exported, &c.—*Continued.*

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1893.
Drugs, dyes, &c.— <i>Con.</i> All other drugs, dyes, chemicals and medicines.		\$	\$	\$	\$	\$
	G. B .....		24,184	9,758	20,336	37,690
	U. S .....		61,819	49,717	42,403	48,990
	B. W. Indies.....		16,018	23,353	10,636	18,525
	China .....					1,454
	Newfoundland .....		8,448	9,916	15,603	22,816
	O. C .....		1,028	3,245	2,066	3,340
			111,497	95,989	91,044	132,815
Total, drugs, &c.....		159,039	273,539	283,165	248,797	240,900
Fertilizers :— Phosphates.....						
	G. B .....	322,269	355,845	393,250	336,745	97,737
	U. S .....	32,464	34,182	22,350	11,857	18,188
	Germany .....	9,850	11,720	6,600	17,800	16,550
	Holland .....				14,060	
	O. C .....		80			
		364,583	401,827	422,200	380,462	132,475
Fertilizers, all other .....	U. S .....		4,291	4,815	8,673	7,706
	O. C .....			335		
			4,291	5,150	8,673	7,706
Total, fertilizers.....		364,583	406,118	427,350	389,135	140,181
Fish and produce of :— Codfish, including had- dock, herring and pol- lock, dry salted.....						
	G. B .....	66,867	49,379	32,484	48,162	67,935
	U. S .....	474,952	529,345	606,938	513,463	580,974
	Brazil .....	320,351	344,313	409,419	322,026	397,452
	B. Guiana .....	136,706	98,927	111,990	141,912	151,136
	B. Poss. Africa.....	12,770	9,692			
	Dutch Guiana .....		4,271		77	
	B. W. Indies.....	1,116,544	885,749	890,673	836,046	798,736
	D. W. Indies.....	30,731	27,310	6,388	8,793	24,777
	France .....	4,750				
	French Guiana .....		2,399			
	F. W. Indies.....	15,385		29,994	71,418	13,561
	Greece .....			3,828		
	Hayti .....			18,437	20,674	9,345
	Italy .....	57,666	75,553	71,256	126,695	86,888
	Madeira .....	2,700	1,057	4,650	3,196	905
	Newfoundland .....			17,700	16,969	21,680
	Portugal .....	119,406	150,444	105,043	56,217	61,935
	Spain .....	11,100			14,203	620
	S. W. Indies.....	800,417	865,531	955,526	1,178,839	899,710
	U. S. Colombia....	4,998	5,853	3,448	6,097	7,885
	O. C .....	732	30	238	509	200
		3,176,075	3,049,853	3,268,012	3,365,296	3,123,739
Herring, fresh or frozen..	U. S .....	91,536	62,375	104,215	81,657	64,416
	Newfoundland .....			2	2,042	
		91,536	62,375	104,217	83,699	64,416

## Trade and Commerce.

No. 4.—STATEMENT (by Countries) of the Values of the principal Articles exported, &c.—*Continued.*

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1893.
		\$	\$	\$	\$	\$
Fish and produce of— <i>Con.</i> Herring, pickled.....	U. S. ....	118,313	100,036	153,929	140,014	160,706
	B. Guiana .....	13,862	9,594	12,155	8,298	10,172
	B. W. Indies.....	139,055	144,000	126,471	141,796	144,671
	D. W. Indies.....	5,250	2,447	3,214	4,610	5,477
	F. W. Indies.....			1,633	6,939	929
	Newfoundland .....		1,574		1,330	424
	St. Pierre .....		1,800	3,696	1,710	
	S. W. Indies .....	41,470	50,953	38,643	53,456	55,818
	U. S. Colombia.....	1,804	2,424	2,718	2,110	2,561
	O. C. ....	1,471	741	785	27	367
		321,225	313,569	343,244	360,290	381,125
Herring, smoked.....	U. S. ....	130,114	91,850	87,854	45,345	41,840
	B. Guiana .....				2,707	4,142
	B. W. Indies.....	3,161	9,366	15,013	11,715	16,924
	F. W. Indies.....			2,547	5,139	2,282
	S. W. Indies.....		2,565	2,331	4,612	3,047
	O. C. ....	2,592	2,345	1,818	1,164	984
		135,867	106,126	109,563	70,682	69,219
Lobsters, fresh.....	U. S. ....	110,835	140,039	179,422	254,619	290,966
	O. C. ....		600	3	75	
		110,835	140,639	179,425	254,694	290,966
Lobsters, canned.....	G. B. ....	447,448	445,069	696,711	810,946	858,281
	U. S. ....	491,129	460,317	954,200	680,750	805,401
	Belgium.....	4,056	1,404	8,529	2,642	
	B. Guiana .....					1,650
	B. W. Indies.....	2,360	723	116	2,664	20,300
	Denmark .....				3,568	864
	France .....	140,961	79,865	59,946	134,944	124,801
	Germany.....	11,200	18,060	30,066	17,915	3,639
	Norway & Sweden .....				3,145	
	U. S. Colombia.....					1,636
O. C. ....	1,838	853	1,200	1,893	153	
		1,098,992	1,006,291	1,750,768	1,658,467	1,816,725
Mackerel, fresh.....	U. S. ....	40,371	48,399	156,419	100,575	73,185
	O. C. ....		60		25	
		40,371	48,459	156,419	100,600	73,185
Mackerel, pickled.....	G. B. ....		124,919	240		2,972
	U. S. ....	389,519	404,003	749,228	568,833	421,857
	B. Guiana .....				6,672	
	B. W. Indies.....	11,375	3,417	18,862	33,570	26,796
	D. W. Indies.....				1,608	1,371
	F. W. Indies.....				2,006	
	S. W. Indies.....	2,877	476	3,422	21,233	2,545
	U. S. Colombia.....				2,935	417
O. C. ....	1,753	1,009	2,028	24	5	
		405,524	533,824	773,780	636,881	455,963

No. 4.—STATEMENT (by Countries) of the Values of the principal Articles exported, &amp;c.—Continued.

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1893.
		\$	\$	\$	\$	\$
Fish and produce of— <i>Con.</i> Salmon, fresh.....	G. B. ....			5,810	15,441	4,000
	U. S. ....	124,507	112,479	125,016	105,636	119,380
	Germany .....				5,400	
	O. C. ....	508	68	12	41	336
			125,015	112,547	130,838	126,518
Salmon, canned.....	G. B. ....	592,144	1,923,271	1,520,536	1,156,062	847,449
	U. S. ....	16,174	64,101	1,888	5,139	296
	Australia .....	138,549	71,850	217,150	89,267	21,586
	Argent. Republic.	1,860	2,030			
	B. E. Indies .....				1,261	
	Chili.....	3,106	5,520	1,000	1,839	950
	China.....		2,884	2,382	500	
O. C. ....	988	218	2,184	518	97	
		752,821	2,069,874	1,745,140	1,254,586	870,378
Fish, all other, fresh .....	G. B. ....			2,018	100	50
	U. S. ....	598,726	577,745	606,779	687,880	787,289
	St. Pierre.....	4,937				15
	O. C. ....					10
		603,663	577,745	608,797	687,980	787,364
Fish, all other and produce of, N.E.S.....	G. B. ....	5,511	2,304	2,958	4,290	10,557
	U. S. ....	145,576	89,299	101,618	120,738	147,649
	Australia .....	18,903	3,727	8,516	1,007	716
	B. Guiana .....	668	1,542	1,235	800	431
	B. W. Indies.....	16,769	37,022	38,323	41,935	37,450
	D. W. Indies .....	801	1,628	1,482	1,955	2,501
	Newfoundland.....				1,110	624
	St. Pierre.....	9,203	1,279	777	1,009	347
	U. S. Columbia .....	1,356	753	1,214	778	758
	O. C. ....	1,111	2,096	2,463	1,069	1,072
			199,898	139,650	158,586	174,691
Total, fish.....		7,061,822	8,160,952	9,328,789	8,774,384	8,258,901
Flax, hemp and jute .....	G. B. ....	1,111				375
	U. S. ....	145,103	297,829	280,808	227,013	248,180
			146,214	297,829	280,808	227,013
Fruits:— Dried fruits.....	G. B. ....			7,353	12,643	41,512
	U. S. ....	4,053	5,725	41,037	2,272	24,704
	Belgium .....					4,972
	Denmark .....				1,750	1,750
	France .....			3,125		1,400
	Germany .....			3,861	1,010	110,401
	Holland.....			1,807		17,010
	Newfoundland.....	1,257	1,485	1,255	1,850	884
	O. C. ....	1,074	512	509	517	992
		6,384	7,722	58,947	20,042	203,625

## Trade and Commerce.

No. 4.—STATEMENT (by Countries) of the Values of the principal Articles  
exported, &c.—Continued.

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1892.
		\$	\$	\$	\$	\$
Fruits— <i>Con.</i> Green fruits :—						
Apples, green or ripe . . . . .	G. B. . . . .	1,277,577	835,545	1,235,969	1,405,527	2,247,482
	U. S. . . . .	230,108	149,479	147,158	27,661	447,256
	B. W. Indies . . . . .		1,257	157	274	994
	Newfoundland . . . . .	17,853	6,197	5,579	10,571	32,788
	O. C. . . . .	2,911	685	1,573	1,419	2,734
		1,528,449	993,163	1,390,436	1,445,452	2,731,254
Fruits, all other, including canned fruits, N.E.S. . . . .	G. B. . . . .	7,682	6,612	13,043	23,839	37,045
	U. S. . . . .	93,647	93,485	201,606	250,329	219,266
	France . . . . .			1,014		
	Germany . . . . .			4,924	243	5
	O. C. . . . .	1,909	852	1,208	1,785	1,631
		103,238	100,949	221,795	276,196	257,947
Total fruits, dried and green . . . . .		1,638,071	1,101,834	1,671,178	1,741,690	3,192,826
Furs and skins and manufac- tures of :—						
Furs and skins undressed, the produce of marine animals . . . . .	G. B. . . . .	121,509	147,164	479,934	956,694	580,518
	U. S. . . . .	90,865	171,471	56,115	159,274	25,234
		212,374	318,635	536,049	1,115,968	605,752
Furs, undressed . . . . .	G. B. . . . .	1,367,402	1,157,016	1,116,593	1,206,953	1,089,484
	U. S. . . . .	436,669	398,604	265,267	324,300	384,163
	Germany . . . . .	8,333	6,385	13,907	11,603	7,321
	O. C. . . . .	24	100	54		200
		1,812,428	1,562,105	1,395,821	1,542,856	1,481,168
Furs, all other and manu- factures of . . . . .	G. B. . . . .	31,921	8,060	8,582	10,358	10,207
	U. S. . . . .	8,838	36,952	87,097	36,225	28,000
	Newfoundland . . . . .	1,510	2,900	28	1,784	1,650
	O. C. . . . .	25	400	254	844	588
		42,294	48,312	95,961	49,211	40,447
Total, furs and manu- factures of . . . . .		2,067,096	1,929,052	2,027,831	2,708,035	2,127,367
Hay . . . . .	G. B. . . . .	84,610	109,634	150,291	167,604	515,461
	U. S. . . . .	822,381	922,797	375,813	598,567	854,958
	Belgium . . . . .	375		585		1,856
	B. Guiana . . . . .	1,200	19	19	614	1,798
	B. W. Indies . . . . .	4,732	6,318	4,814	4,786	8,720
	France . . . . .	480	650			3,110
	Germany . . . . .	1,300	1,327	4,158	3,156	16,998
	Newfoundland . . . . .	10,823	7,989	14,262	8,915	41,241
	St. Pierre . . . . .	5,716	7,574	6,212	8,266	8,323
	S. W. Indies . . . . .	2,155	11,940	3,099	8,608	372
	O. C. . . . .	310	306	236	17	35
		934,082	1,068,554	559,489	800,533	1,452,872

No. 4.—STATEMENT (by Countries) of the Values of the principal Articles exported, &amp;c.—Continued.

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1893.
		\$	\$	\$	\$	\$
Hides, horns, tails and skins other than fur.....	G. B.....	7,070	28,082	13,455	650	6,257
	U. S.....	459,355	481,276	477,311	476,768	398,090
	Belgium.....			1,017		
	Newfoundland.....	258	751	1,814	5,546	1,269
	O. C.....	938		217	276	546
			467,621	510,109	493,814	483,240
Leather and manufactures of— Sole and upper leather.....	G. B.....	588,051	644,881	825,735	949,920	758,684
	U. S.....	20,579	10,183	8,739	2,640	3,426
	Belgium.....		2,700	600	1,369	50
	B. W. Indies.....					1,126
	Germany.....		772	1,225	3,201	230
	Japan.....		4,609			
	Newfoundland.....	62,483	66,268	35,243	53,521	101,912
O. C.....	120	56	484	1,533	1,415	
		671,233	729,469	872,026	1,012,184	866,843
Boots and shoes.....	G. B.....	47,671	39,091	7,539	5,307	741
	U. S.....	1,876	1,586	1,479	2,085	11,113
	B. Guiana.....			2,208	1,326	1,702
	B. W. Indies.....	2,325	2,190	9,230	6,554	10,942
	Newfoundland.....	46,611	34,325	33,388	45,661	64,323
	St. Pierre.....	12,034	7,230	793	15,487	5,462
	O. C.....			35	210	14
		110,517	84,422	54,672	76,630	94,297
Manufactures of leather, N.E.S.....	G. B.....	17,025	24,182	6,681	514	31,037
	U. S.....	21,597	43,022	19,190	38,844	11,045
	Australia.....		2,836	2,748	2,572	1,972
	B. W. Indies.....	941	1,270	1,992	384	1,204
	Newfoundland.....	584	3,069	240	1,592	1,893
	O. C.....	666	333	36	207	779
		40,813	74,712	30,887	44,113	47,930
Total, leather and manufactures of.....		822,563	888,603	957,585	1,132,927	1,009,070
Lime.....	G. B.....					4,525
	U. S.....	130,493	174,965	152,482	123,661	97,898
	Newfoundland.....					3,445
	O. C.....	673	219	783	491	237
		131,166	175,184	153,265	124,152	106,105
Metals and minerals and manufactures of:— Copper, all kinds.....	G. B.....	30	135,010	266,950	28,150	20,180
	U. S.....	202,754	109,327	238,246	188,453	375,039
	O. C.....					600
			202,784	244,337	505,196	216,603
Gold and silver:— Gold-bearing quartz, dust, nuggets, &c.....	U. S.....	623,479	656,522	553,976	316,152	247,768
	O. C.....		500	150	25	100
		623,479	657,022	554,126	316,177	247,868

## Trade and Commerce.

No. 4.—STATEMENT (by Countries) of the Values of the principal Articles exported, &c.—*Continued.*

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1893.
		\$	\$	\$	\$	\$
Metals and minerals and manufactures of— <i>Con.</i> Silver ore.....	G. B. ....	1,100	17,600			
	U. S. ....	167,165	184,015	238,367	193,441	65,406
		168,265	201,615	238,367	193,441	65,406
Gold and silver coin, except U. S. silver.....	G. B. ....	17,075				
	U. S. ....	1,961,181	2,439,782	944,129	1,809,118	4,133,698
	Japan .....			2,798		
		1,078,256	2,439,782	946,927	1,809,118	4,133,698
Total, Gold and Silver .....		2,770,000	3,298,419	1,739,420	2,318,736	4,446,972
Iron and steel and manufactures of:— Agricultural implements	G. B. ....	45,379	71,435	100,031	214,108	208,539
	U. S. ....	9,780	3,125	10,196	5,605	16,559
	Argentine Repub. ....	81,039	37,031	23,162	47,082	26,688
	Australia .....	109,364	200,200	38,217	46,998	86,231
	Br. Africa.....			3,606	10,655	12,310
	Chili.....		6,700	5,133	6,364	3,880
	Denmark .....			1,100		
	France.....	16,352	12,270	13,651	14,118	11,498
	Germany .....	11,306	17,243	39,890	32,141	31,115
	New Zealand .....	47,738	19,007	6,100	21,339	63,574
	Newfoundland .....		137	1,869	2,057	551
	Norway & Sweden .....					1,502
	Roumania.....			6,424		
	Russia .....			2,901	3,352	
	O. C. ....	433	86	340	138	56
			321,391	367,234	252,620	403,957
Machines and machinery, N. E. S. ....	G. B. ....	38,791	17,484	24,264	37,865	37,001
	U. S. ....	87,437	75,827	63,902	57,864	92,283
	Argentine Rep. ....	2,036	226			
	Australia .....	2,775	25,065	11,950	714	418
	Austria.....				3,689	126
	B. E. Indies.....		2,772	9,774	349	57
	Can. Am. States.....	5,681	1,000	1,026	506	3,696
	Chili.....	675	13,994	25,925	170	11,563
	France.....	6,500	115			
	Germany .....	1,185	3,316	947	1,256	2,020
	Mexico .....	4,944		65		
	Newfoundland .....	653	2,484	2,097	7,911	36,747
	Peru.....			598	5,357	31
	Roumania.....	82	381	1,755		
	S. W. Indies.....	1,066	2,323	6,887	1,075	6,877
O. C. ....	519	632	2,125	2,307	2,089	
		152,344	145,619	151,315	119,063	192,908



No. 4—STATEMENT (by Countries) of the Value of the principal Articles exported, &c.—*Continued.*

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1893.
		\$	\$	\$	\$	\$
Metals and minerals and manufactures— <i>Con.</i> Iron and steel— <i>Con.</i> All other iron and manufactures of, N. E. S. . . . .	G. B. . . . .	103,154	84,702	69,700	82,376	72,949
	U. S. . . . .	137,812	127,826	132,709	124,734	99,309
	Argentine Rep. . . . .	1,133	102	1,439	.....	498
	Australia . . . . .	5,966	4,012	2,593	3,390	1,252
	Brazil . . . . .	1,281	18	101	970	.....
	B. Africa . . . . .	4,691	6,711	875	225	.....
	B. W. Indies. . . . .	2,194	1,781	9,132	4,164	3,146
	France. . . . .	578	164	570	1,809	50
	Germany . . . . .	2,717	457	12,171	1,608	2,279
	Mexico . . . . .	125	2,373	2,565	3,175	1,115
	Newfoundland . . . . .	12,222	16,349	15,650	23,438	57,189
	St. Pierre. . . . .	4,354	963	3,608	5,382	3,855
	S. W. Indies. . . . .	.....	.....	2,955	.....	20
	Spain . . . . .	432	1,042	1,856	1,077	.....
	O. C. . . . .	889	1,160	539	2,051	1,327
		277,548	247,660	256,463	254,399	242,989
Total, iron and manufactures of. . . . .		751,283	760,513	660,398	777,419	898,400
Miscellaneous metals and minerals and manufactures of :— Asbestos. . . . .	G. B. . . . .	20,540	36,459	95,110	106,989	20,050
	U. S. . . . .	290,979	403,800	374,687	375,956	368,373
	Belgium . . . . .	6,000	.....	.....	.....	400
	France. . . . .	2,437	.....	29,679	22,547	.....
	Germany . . . . .	3,850	3,900	14,400	8,920	3,645
	Holland. . . . .	.....	.....	.....	.....	4,250
	O. C. . . . .	80	.....	33	.....	.....
			323,886	444,159	513,909	514,412
Nickel, fine, contained in ore, matte or speiss.	G. B. . . . .	.....	.....	30,180	151,122	27,600
	U. S. . . . .	.....	.....	210,319	466,517	388,257
	Germany . . . . .	.....	.....	.....	.....	11,700
		.....	.....	240,499	617,639	427,557
All other metals and minerals, including lead and tin and manufactures of, N. E. S. . . . .	G. B. . . . .	38,426	44,162	41,697	27,363	49,913
	U. S. . . . .	181,075	143,390	94,326	190,364	222,080
	B. W. Indies. . . . .	.....	1,118	5,202	3,731	345
	Germany . . . . .	.....	46	.....	480	1,112
	Newfoundland . . . . .	19,332	11,117	19,276	11,125	12,282
	St. Pierre. . . . .	1,514	645	1,638	1,501	1,179
	O. C. . . . .	160	903	393	132	471
Total, miscellaneous metals and minerals and manufactures of, N. E. S., including lead and tin . . . . .		240,507	201,381	162,532	234,696	287,382
		564,393	645,540	916,940	1,366,747	1,111,657
Total, metals and minerals and manufactures of, N. E. S. . . . .		4,288,460	4,948,809	3,821,954	4,679,505	6,852,848

## Trade and Commerce.

No 4.—STATEMENT (by Countries) of the Values of the principal Articles  
exported, &c.—*Continued.*

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1893.
		\$	\$	\$	\$	\$
Musical instruments :— Cabinet organs .....	G. B. ....	227,925	240,023	301,834	289,733	213,627
	U. S. ....	12,546	5,551	8,242	12,217	14,425
	Australia .....	29,435	24,435	21,058	21,825	12,210
	Brazil .....			650	1,300	
	British Africa.....	3,450	8,025	5,875	5,025	5,200
	B. W. Indies.....	510	560	3,799	3,527	4,135
	Germany .....	8,265	8,550	5,690	7,150	16,368
	Japan .....	1,955	1,950			
	Newfoundland....	3,460	2,280	1,210	825	2,015
	O. C. ....	1,050	515	600	695	925
		288,596	291,889	348,958	342,297	268,905
All other musical instru- ments .....	G. B. ....	4,000	7,785	13,058	8,366	4,150
	U. S. ....	24,642	27,358	27,341	38,253	37,794
	Australia .....	3,675	8,350	10,012	8,385	7,015
	B. Africa .....	1,000	1,150			
	B. W. Indies.....			9,091	5,100	950
	Newfoundland....	1,843	560	125	600	1,791
	New Zealand.....				3,313	
	O. C. ....	22	1,355	1,297	1,765	598
		35,182	46,558	60,924	65,782	52,298
Total, musical instruments .....		323,778	338,447	409,882	408,079	321,203
Oil cake .....	G. B. ....	17,171	24,046	101,500	88,802	251,859
	U. S. ....	45,920	38,461	16,547	98,279	84,841
	O. C. ....	11		120	5	14
		63,102	62,507	118,167	187,086	336,714
Provisions :— Butter .....	G. B. ....	198,060	333,503	454,906	1,080,966	1,121,895
	U. S. ....	11,759	5,083	10,103	17,824	7,643
	B. W. Indies.....	1,233	1,636	5,944	6,433	7,032
	China .....					1,395
	D. W. Indies.....	3,416	2,145	2,978	4,060	6,228
	Germany .....		1,100	20,582	5,339	1,175
	Japan .....		1,586	684		796
	Newfoundland....	154,677	154,466	108,997	135,325	127,412
	St. Pierre.....	22,232	26,105	18,818	21,600	26,421
	O. C. ....	1,278	1,030	1,628	1,547	202
		392,655	526,654	624,640	1,273,094	1,300,199
Cheese .....	G. B. ....	9,472,771	10,484,935	10,406,466	12,495,506	14,107,360
	U. S. ....	31,473	22,829	13,485	39,616	26,511
	B. W. Indies.....	216	755	2,884	4,096	2,297
	Newfoundland....	11,208	12,777	9,278	12,942	18,669
	O. C. ....	1,582	2,650	2,126	2,126	2,718
		9,517,250	10,523,946	10,434,239	12,554,286	14,157,555

No. 4.—STATEMENT (by Countries) of the Values of the principal Articles exported, &amp;c.—Continued.

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1892.
		\$	\$	\$	\$	\$
<b>Provisions—Con.</b>						
Eggs.....	G. B. ....	18	820	83,589	592,218	538,944
	U. S. ....	2,156,725	1,793,803	1,074,247	494,434	324,355
	Newfoundland....	790	478	1,312	1,352	2,651
	St. Pierre.....	1,213	750	1,064	1,582	1,789
	O. C. ....	764	62	147	237	263
		2,159,510	1,795,913	1,160,359	1,089,823	868,007
<b>Meats:—</b>						
Bacon and hams.....	G. B. ....	380,227	643,724	690,210	1,225,482	1,960,646
	B. W. Indies....	275	283	1,152	3,042	4,509
	Newfoundland....	3,387	3,144	1,378	5,434	3,742
	O. C. ....	863	145	306	694	1,621
		384,752	647,296	693,046	1,234,652	1,970,518
Canned meats .....	G. B. ....	28,841	107,817	267,959	628,727	1,001,314
	U. S. ....	1,857	794	3,155	34	.....
	Newfoundland....	56	99	131	1,659	3,197
	France.....	.....	.....	.....	.....	1,326
	O. C. ....	175	393	749	1,164	561
		30,929	109,103	271,994	631,584	1,006,398
Meats, all others, and lard.....	G. B. ....	32,256	44,338	15,384	9,386	127,001
	U. S. ....	113,902	96,041	50,729	40,064	43,263
	B. W. Indies....	492	459	3,170	3,650	5,356
	Germany.....	.....	.....	.....	1,283	.....
	Labrador.....	3,658	.....	.....	.....	.....
	Newfoundland....	59,070	48,453	51,442	60,143	97,216
	St. Pierre.....	2,457	2,771	4,027	6,446	5,019
	U. S. Columbia...	967	1,317	983	445	51
	O. C. ....	109	1,399	1,188	1,267	897
		212,911	194,778	126,923	122,684	278,808
Total, provisions.....		12,698,007	13,797,690	13,311,201	16,906,123	19,581,485
<b>Seeds:—</b>						
Clover and grass seed....	G. B. ....	123,249	141,388	254,973	406,751	149,318
	U. S. ....	28,358	30,091	55,536	24,389	78,116
	Denmark.....	3,310	.....	.....	.....	1,278
	France.....	.....	.....	3,357	515	325
	Germany.....	9,533	4,507	38,296	38,931	5,384
	Holland.....	.....	.....	.....	2,986	.....
	Norway & Sweden	.....	.....	3,042	.....	.....
	O. C. ....	3	755	65	72	663
		164,453	176,741	355,269	473,644	235,084
Seeds, all other.....	G. B. ....	1,592	1,240	972	112	4
	U. S. ....	9,930	4,910	2,438	1,389	5,592
	Belgium.....	.....	.....	.....	1,237	.....
	O. C. ....	69	25	13	28	248
		11,591	6,175	3,423	2,766	5,844
Total, seeds.....		176,044	182,916	358,692	476,410	240,928

## Trade and Commerce.

No. 4.—STATEMENT (by Countries) of the Values of the principal Articles exported, &c.—*Continued.*

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1893.
		\$	\$	\$	\$	\$
Ships sold to other countries.	G. B. ....	72,700		22,606	92,500	115,633
	U. S. ....	15,500	700	5,257	8,000	
	Argentine Repub. ....	58,830		6,000	19,680	
	Brazil. ....				15,392	5,000
	British Guiana. ....			4,500		
	British Honduras. ....		2,200			
	B. W. Indies. ....	14,010	8,200	21,550		14,450
	Dutch W. Indies. ....				2,500	
	France. ....	5,000	7,620			
	French W. Indies. ....	4,000	2,800	3,600		
	Germany. ....		60,492			
	Greece. ....					7,000
	Holland. ....					5,840
	Italy. ....				8,200	2,200
	Japan. ....					3,000
	Newfoundland. ....	7,200	7,000		1,200	
	Norway & Sweden	102,322	380,386	179,600	253,609	179,168
	Portuguese poss.,					
	Africa. ....	1,625				
	Russia. ....		10,250		35,000	9,000
St. Pierre. ....	17,400	3,600	15,900	25,930	14,100	
Spain. ....			13,261	50,736		
S. W. Indies. ....					5,600	
U. S. Colombia. ....	5,000					
Venezuela. ....					5,125	
O. C. ....		900				
		303,587	484,148	280,474	506,747	363,916
Spirits and wines. ....	G. B. ....	274	7,671	3,605	5,160	25,949
	U. S. ....	33,975	33,457	59,794	77,648	110,905
	Argentine Repub. ....		826	103	2,609	1,511
	Australia. ....			3,663	1,532	
	B. E. Indies. ....			4,316		513
	B. W. Indies. ....	661	2,420	4,961	6,984	7,079
	British Honduras. ....					1,481
	Germany. ....		613		1,698	
	France. ....					1,524
	Newfoundland. ....	2,611	6,745	8,691	7,188	9,717
	Sandwich Islands. ....					1,536
	St. Pierre. ....	3,547	6,814	12,053	11,928	11,779
	U. S. Colombia. ....				1,448	3,740
O. C. ....	389	1,286	1,955	3,454	7,482	
		40,557	59,832	99,141	119,649	183,216
Stones and manufactures of, N.E.S.:—						
	Gypsum, crude. ....					
	U. S. ....	188,789	191,623	183,679	193,170	178,979
	B. Guiana. ....	702	2,276	1,298	1,134	
		189,491	193,899	184,977	194,304	178,979
Stone and manufactures of all other, N.E.S. ....	G. B. ....	340	1,902	1,192	790	1,796
	U. S. ....	132,730	172,531	154,484	140,604	215,956
	B. Guiana. ....	560	80	675		2,085
	Newfoundland. ....	271	116	411	229	2,405
	S. W. Islands. ....			686	3,780	
	O. C. ....	607	480	418	522	195
		134,508	175,109	157,866	145,925	222,437
Total, stone and manufac- tures of, N.E.S. ....		323,999	369,008	342,843	340,229	401,416

No. 4.—STATEMENT (by Countries) of the Values of the principal Articles exported, &c.—Continued.

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1893.
		\$	\$	\$	\$	\$
Sugar and molasses.....	G. B.....	663	130	500	1,517	1,260
	U. S.....	57,883	92,535	122,086	148,216	377,132
	B. W. Indies.....		6,170		683	22,914
	Labrador.....	1,116				
	Newfoundland.....	9,659	11,059	20,498	30,160	59,983
	St. Pierre.....	723	1,051	439	2,525	10,071
	U. S. Colombia.....			2,265	3,700	3,179
	O. C.....	21	231	465	240	990
		70,065	111,176	146,253	187,041	475,529
Tobacco and manufactures of	G. B.....	2,226	4,524	2,561	2,883	4,390
	U. S.....	86,034	57,805	41,950	48,870	77,180
	B. W. Indies.....	852	1,377	1,015	1,534	2,735
	Belgium.....				1,364	
	Germany.....	2,372	4,450	3,422	2,697	5,616
	Japan.....		70	106	261	1,650
	Newfoundland.....	6,422	8,441	5,319	5,666	30,293
	St. Pierre.....	6,855	8,618	4,171	3,856	5,615
Spain.....	394				1,157	
O. C.....	229	713	8	980	371	
		105,384	85,998	58,552	68,111	129,007
Vegetables :— Potatoes.....	G. B.....	245		1,400	1,810	2,645
	U. S.....	192,576	308,915	1,478,095	41,886	259,176
	B. Guiana.....	12,875	16,801	21,313	15,831	29,728
	B. W. Indies.....	30,218	48,204	34,431	41,493	50,839
	F. W. Indies.....			95	5,715	1,715
	Newfoundland.....	16,034	20,711	16,231	13,820	11,355
	St. Pierre.....	7,531	5,760	6,056	6,978	5,142
	S. W. Indies.....	27,676	94,518	134,037	166,159	59,660
	U. S. Colombia.....	180	279	1,933	1,005	906
	O. C.....	428	557	83	724	792
		287,763	495,745	1,693,674	295,421	421,958
All other, including canned vegetables.....	G. B.....	542	1,383	1,487	260	28,653
	U. S.....	63,674	96,467	93,856	70,064	107,029
	B. W. Indies.....	737	681	1,313	1,022	1,747
	Newfoundland.....	4,394	4,624	6,331	7,542	6,631
	St. Pierre.....	687	1,139	614	1,305	2,032
	O. C.....	190	605	90	787	1,419
		70,224	104,899	103,691	80,980	147,511
Total, vegetables.....		357,987	600,644	1,797,365	376,401	569,469
Wood and manufactures of :— Bark for tanning.....	U. S.....	154,699	141,144	213,455	217,552	205,495
Firewood.....	U. S.....	339,990	281,125	314,591	370,152	354,392
	O. C.....	40	173	279	149	37
		340,030	281,298	314,870	370,301	354,429

## Trade and Commerce.

No. 4.—STATEMENT (by Countries) of the Values of the principal Articles  
exported, &c.—Continued.

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1893.
Wood and manufactures of— <i>Con.</i> Logs, all kinds.....		\$	\$	\$	\$	\$
	G. B. ....	8,627	672	6,346	1,640	7,581
	U. S. ....	564,620	681,265	722,845	1,112,687	1,508,513
	Germany .....	2,277	195	750	1,331	.....
	Newfoundland .....	.....	.....	.....	.....	1,342
	O. C. ....	1,571	397	275	265	118
		577,095	682,529	730,216	1,115,923	1,517,554
Lumber:— Deals, pine.....	G. B. ....	2,287,612	3,719,487	2,903,178	2,405,610	3,113,120
	U. S. ....	5,519	954	.....	.....	.....
	Argentine Repub. ....	.....	68,000	12	.....	.....
	Australia .....	16,390	.....	12,950	13,342	.....
	Brazil .....	.....	.....	1,621	.....	.....
	B. Africa .....	.....	2,860	.....	.....	1,995
	B. W. Indies.....	.....	.....	.....	.....	1,630
	France .....	.....	4,747	.....	5,458	.....
	Germany .....	1,180	2,000	3,500	.....	.....
	Gibraltar.....	.....	3,037	1,440	.....	.....
	Portugal.....	2,252	400	.....	7,260	.....
	Spain.....	.....	2,054	.....	.....	.....
	O. C. ....	264	.....	406	44	179
			2,313,217	3,803,539	2,923,107	2,431,714
Deals, spruce and other	G. B. ....	4,069,104	5,110,239	4,462,446	3,710,627	4,255,006
	U. S. ....	636,023	550,780	764,208	590,883	605,593
	Argentine Rep. ....	7,280	2,287	232	.....	.....
	Australia .....	31,895	19,200	45,853	20,584	14,355
	Belgium .....	.....	4,000	6,570	.....	.....
	Brazil .....	7,181	4,915	15,630	11,191	11,730
	B. Africa .....	.....	1,500	.....	.....	5,991
	France .....	89,350	87,422	119,116	173,102	95,515
	Fr. Pos. in Africa. ....	4,980	.....	5,705	3,613	.....
	Gibraltar.....	.....	58	1,712	3,706	4,696
	Holland .....	.....	.....	665	14,588	6,736
	Italy .....	2,000	5,412	11,345	19,637	.....
	Newfoundland .....	.....	.....	.....	.....	2,715
	Portugal.....	40,223	49,172	13,914	29,812	20,301
	Russia .....	10,800	.....	.....	.....	.....
	Spain .....	1,438	36,449	49,792	24,728	40,235
O. C. ....	58	36	402	448	805	
		4,900,332	5,871,470	5,497,590	4,602,919	5,063,678
Deal ends .....	G. B. ....	236,655	328,511	269,830	281,018	289,697
	U. S. ....	988	858	181	207	.....
	Australia .....	2,349	350	1,723	820	685
	France .....	2,382	3,130	5,678	4,692	2,985
	Portugal.....	1,528	2,215	793	1,430	670
	Spain .....	.....	2,372	1,613	1,065	1,264
	O. C. ....	471	1,537	1,280	1,476	177
			244,373	338,973	281,098	290,708

No. 4.—STATEMENT (by Countries) of the Values of the principal Articles exported, &amp;c.—Continued.

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1893.
Wood and manufactures of— <i>Con.</i> Lumber— <i>Con.</i> Planks and boards . . . . .		\$	\$	\$	\$	\$
	G. B. . . . .	158,443	299,588	162,520	169,332	288,244
	U. S. . . . .	7,462,937	6,917,697	7,966,134	7,359,356	8,571,525
	Argentine Rep. . . . .	113,181	201,185	20,228	53,304	133,562
	Australia . . . . .	267,819	75,016	187,591	172,966	114,211
	Belgium . . . . .					11,790
	Brazil . . . . .	1,955		10,959	21,588	12,896
	British Africa . . . . .					5,518
	British Guiana . . . . .	38,402	46,446	33,513	9,104	16,229
	B. W. Indies . . . . .	146,578	146,170	224,746	110,246	139,756
	Chili . . . . .	66,752	104,573	61,605	134,181	117,199
	China . . . . .	51,901	25,931	37,137	7,656	9,184
	D. W. Indies . . . . .	3,361	5,369	515	3,532	378
	France . . . . .					6,696
	F. W. Indies . . . . .	1,034	6,274	1,857	5,311	4,650
	Holland . . . . .				15,295	7,516
	Japan . . . . .	2,614	6,485	10,253	14,901	1,092
	Madeira . . . . .	16,731	11,324	17,423	16,000	11,061
	Mexico . . . . .	5,519				7,965
	Newfoundland . . . . .	30,952	38,470	19,561	19,742	194,941
	Peru . . . . .	31,113	36,385	64,847	19,792	34,767
	Portugal . . . . .		1,943		2,907	
	Port. Pos. Africa . . . . .	1,274		13,842		
	Samoan Islands . . . . .		7,465			
	St. Domingo . . . . .	1,729				
	St. Pierre . . . . .	21,313	13,959	15,360	16,995	12,398
	Span. Pos. Africa . . . . .	12,846	12,915		19,086	15,451
	S. W. Indies . . . . .	107,017	106,612	94,465	178,452	176,751
	Spain . . . . .		1,733		412	
	Uruguay . . . . .	72,350	36,626	20,481	1,274	9,189
	U. S. Colombia . . . . .					1,522
	O. C. . . . .	2,486	2,411	397	1,623	
		8,618,306	8,104,577	8,963,434	8,353,055	9,904,491
Laths, palings and pickets . . . . .						
	G. B. . . . .	11,157	28,738	17,184	5,820	32,524
	U. S. . . . .	439,452	429,562	491,528	442,469	565,958
	Argentine Rep. . . . .	14,568	4,087	779	124	1,194
	Australia . . . . .	17,724	11,256	4,942	20,785	4,591
	Chili . . . . .		667	100	1,185	1,017
	China . . . . .	1,357		119		
	Newfoundland . . . . .	1,923	1,578	2,253	1,692	569
	Span. Pos. Africa . . . . .		254	1,196	1,113	990
	St. Pierre . . . . .	1,160	564	481	375	86
	Uruguay . . . . .	1,437	192			749
	O. C. . . . .	958	111	1,463	1,154	658
		489,736	477,009	520,045	474,717	608,336
Joists and scantling . . . . .						
	G. B. . . . .	34,394	55,823	38,928	33,072	43,198
	U. S. . . . .	106,616	94,270	112,839	87,881	101,786
	Argentine Rep. . . . .	19,315	18,563	14,588	15,063	27,210
	Brazil . . . . .	3,982				
	B. W. Indies . . . . .	200	190	6,530	1,393	1,773
	Newfoundland . . . . .	499	1,301	1,170	582	8,878
	Span. Pos. Africa . . . . .					3,106
	S. W. Indies . . . . .	2,203				
	Uruguay . . . . .					4,457
	O. C. . . . .	633	277	827	487	719
		167,842	170,424	174,882	138,478	191,127

## Trade and Commerce.

No. 4.—STATEMENT (by Countries) of the Values of the principal Articles exported, &c.—*Continued.*

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1893.
Wood and manufactures of— <i>Con.</i>		\$	\$	\$	\$	\$
Lumber— <i>Con.</i>						
Staves and headings....	G. B. ....	70,873	65,055	64,560	36,405	39,975
	U. S. ....	321,336	334,646	338,695	417,888	563,459
	Australia .....	872	1,409	1,262	230	480
	B. W. Indies .....	248	3,838	1,726	1,200	827
	France .....	4,535	900	810	5,068	2,736
	Newfoundland .....	1,767	168	2,215	168	168
	S. W. Indies.....	8,186	7,720	7,720	1,636	4,135
	St. Pierre.....	2,120	3,734	2,430	484	3,001
	O. C. ....	257	1,187	1,187	484	451
		410,194	410,769	419,586	462,911	615,064
Lumber, all other, N.E.S	G. B. ....	216,012	184,479	93,344	90,052	273,553
	U. S. ....	333,730	269,080	377,099	251,754	360,207
	Argentine Rep. ...	402,234	411,758	69,939	29,381	194,802
	Australia .....	10,060	10,060	10,060	22,768	14,243
	Brazil .....	1,901	980	980	8	6,286
	B. W. Indies .....	20	1,454	1,454	150	6,093
	China .....	100	3,040	3,040	1,708	150
	Germany.....	100	100	100	1,708	1,708
	Holland.....	100	100	100	7,601	7,601
	Japan .....	100	100	100	3,134	3,134
	Newfoundland .....	2,924	5,356	2,244	3,999	27,927
	Peru .....	100	100	100	2,990	2,990
	Portugal .....	100	3,603	100	165	165
	Span. Pos. Africa.	100	100	100	100	2,000
	Uruguay .....	100	100	100	100	7,602
	O. C. ....	100	584	343	40	152
		957,021	884,920	551,433	398,167	905,458
Total, lumber .....		18,101,021	20,061,681	19,331,175	17,152,669	20,700,556
Shingles .....	G. B. ....	16,427	16,427	16,427	7,536	827,816
	U. S. ....	460,447	407,061	539,895	695,566	827,816
	B. W. Indies .....	27,341	25,041	27,884	8,957	12,621
	B. Guiana.....	1,735	529	506	318	477
	D. W. Indies .....	1,116	665	761	755	610
	Newfoundland .....	1,080	3,670	4,315	470	6,176
	St. Pierre.....	2,845	3,203	1,123	2,605	352
	S. W. Indies.....	1,831	3,965	2,958	2,349	613
	O. C. ....	390	181	641	992	806
		496,815	460,742	578,083	719,548	849,471
Sleepers and railroad ties.	G. B. ....	14,889	49,488	32,001	1,569	2,247
	U. S. ....	469,793	296,913	307,684	259,384	212,890
	O. C. ....	13	13	13	83	13
		484,682	346,401	339,685	261,036	215,150
Stave bolts .....	U. S. ....	122,606	110,093	133,308	91,784	103,365
	O. C. ....	15	15	15	15	15
		122,621	110,093	133,308	91,784	103,365



No. 4.—STATEMENT (by Countries) of the Values of the principal Articles exported, &c.—*Continued.*

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1893.
Wood and manufactures of— <i>Con.</i>		\$	\$	\$	\$	†
Shooks, box and other.....	G. B. ....	14,064	23,113	41,667	42,784	32,934
	U. S. ....	385,848	162,587	128,044	100,256	65,258
	Argentine Rep. ....	3,852	14,121	17,662	2,678	1,151
	Australia .....	1,065	.....	.....	.....	.....
	Brazil .....	.....	.....	.....	2,771	.....
	B. Guiana.....	1,040	230	154	.....	160
	B. W. Indies.....	7,288	12,928	15,232	26,446	30,342
	D. W. Indies.....	1,418	.....	400	300	867
	Newfoundland .....	1,526	1,558	2,277	518	196
	S. W. Indies.....	5,301	4,426	4,473	5,119	4,044
	Uruguay.....	.....	.....	.....	8,503	1,300
	O. C. ....	140	848	150	24	.....
		421,542	219,811	210,059	189,399	136,252
Timber, square :—						
Oak .....	G. B. ....	610,041	849,559	545,659	472,792	579,636
	France .....	240	6,602	.....	.....	.....
	Holland .....	.....	.....	6,946	3,178	.....
	Portugal.....	.....	.....	522	4,112	.....
	Spain .....	.....	3,429	.....	.....	.....
	O. C. ....	564	540	145	134	1,109
		610,845	860,130	553,272	480,216	580,745
Pine, white.....	G. B. ....	2,021,477	2,650,847	2,044,946	1,644,031	1,479,255
	U. S. ....	2,095	489	900	1,542	1,728
	Brazil .....	.....	.....	2,340	138	.....
	France .....	6,954	11,320	.....	.....	.....
	Holland.....	.....	.....	3,812	.....	.....
	Germany.....	.....	15,312	.....	.....	.....
	Spain .....	.....	20,355	.....	.....	172
	O. C. ....	.....	642	62	.....	.....
		2,030,526	2,698,965	2,052,060	1,645,711	1,481,155
Timber, square, all other.	G. B. ....	591,171	784,310	629,989	618,699	580,281
	U. S. ....	6,906	3,539	3,252	4,312	8,281
	B. W. Indies.....	.....	.....	.....	.....	1,260
	France .....	308	7,589	915	.....	.....
	Germany.....	.....	1,012	500	.....	.....
	Japan .....	800	3,600	.....	.....	4,380
	Newfoundland .....	292	906	724	520	7,959
	Spain.....	.....	1,842	.....	796	.....
	O. C. ....	296	232	411	1,033	763
		599,773	805,030	635,791	625,360	602,924
Total, square timber.....		3,241,144	4,364,125	3,241,123	2,751,287	2,664,824
Wood for wood pulp .....	G. B. ....	.....	22,808	18,362	36,146	13,461
	U. S. ....	.....	57,197	170,636	183,312	371,981
	O. C. ....	.....	.....	.....	.....	650
		.....	80,005	188,998	219,458	386,092

## Trade and Commerce.

No. 4.—STATEMENT (by Countries) of the Values of the principal Articles exported, &c.—Continued.

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1893.
Wood and manufactures of — <i>Con.</i> Wood, all other, N.E.S., unmanufactured .....		\$	\$	\$	\$	\$
	G. B. ....	25,277	38,397	13,215	132,377	21,206
	U. S. ....	360,805	391,645	438,893	287,805	346,354
	B. W. Indies .....	424	650	5,385	2,194	2,808
	France .....	4,216	.....	1,475	2,646	4,407
	Germany .....	2,554	1,274	.....	865	.....
	Newfoundland....	1,197	1,333	383	958	1,321
	St. Pierre.....	1,520	329	941	392	385
	O. C. ....	1,966	1,440	411	2,823	2,236
			397,959	435,068	460,703	430,060
Total, Wood unmanu- factured. ....		24,337,608	27,182,897	25,741,675	23,519,017	27,511,905
Household furniture.....	G. B. ....	25,172	41,684	28,048	19,037	33,662
	U. S. ....	168,968	138,285	108,521	45,830	126,136
	Australia .....	1,899	711	362	82	.....
	B. W. Indies.....	76	379	2,682	1,381	2,073
	Newfoundland....	1,725	1,033	521	1,634	14,983
	O. C. ....	709	370	54	198	343
			198,549	182,462	140,188	68,162
Doors, sashes and blinds..	G. B. ....	23,701	69,380	85,620	115,967	109,099
	U. S. ....	21,643	.....	293	2,697	1,441
	Australia .....	2,978	.....	.....	.....	.....
	Africa .....	4,425	.....	.....	.....	.....
	British Africa.....	.....	.....	.....	4,132	7,161
	Newfoundland....	45	26	5	12	12,148
	O. C. ....	97	68	532	336	500
		52,889	69,474	86,450	123,144	130,349
Matches and match splints.	G. B. ....	.....	94,197	140,851	162,028	159,224
	U. S. ....	.....	13,713	21,887	28,159	35,818
	B. W. Indies.....	.....	1,250	556	2,098	2,270
	Newfoundland....	.....	5,552	4,943	3,678	7,019
	O. C. ....	.....	.....	.....	221	79
			.....	114,712	168,237	196,184
Wood pulp.....	G. B. ....	.....	460	.....	.....	1,640
	U. S. ....	.....	147,146	280,619	355,303	454,253
	Newfoundland....	.....	20,622	.....	.....	.....
			.....	168,228	280,619	355,303

No. 4.—STATEMENT (by Countries) of the Values of the principal Articles exported, &c.—*Continued.*

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1893.
Wood and manufactures of — <i>Concluded.</i> All other manufactures of wood, N.E.S. ....		\$	\$	\$	\$	\$
	G. B. ....	197,962	152,010	153,175	191,980	185,955
	U. S. ....	247,267	204,919	197,569	194,799	126,613
	Argentine Rep. ....	1,467	615			
	Australia ....	736	2,125	617	65	
	B. Guiana. ....	866	1,124	1,320	980	778
	B. Africa. ....	277	1,336		241	2,169
	B. W. Indies. ....	2,564	4,221	5,379	3,489	3,082
	Germany ....		1,244	105	834	126
	Newfoundland ....	19,608	10,338	29,640	9,901	38,780
	St. Pierre ....	1,620	2,975	652	749	1,087
	S. W. Indies. ....	3,141	2,318	6,382	308	1,674
	O. C. ....	1,406	1,269	757	1,744	1,063
		476,914	384,494	395,596	405,090	361,327
Total, manufactures of wood, N.E.S. ....		728,352	919,370	1,071,090	1,147,883	1,329,176
Total, wood and manu- factures of, N.E.S. ....		25,065,960	28,102,267	26,812,765	24,666,900	28,841,081
Wool unmanufactured ....	G. B. ....	1,042				
	U. S. ....	219,841	248,598	247,729	203,283	228,030
	Newfoundland ....	212	203	181	735	281
		221,095	248,801	247,910	204,018	228,311
Manufactures of wool, N.E.S.	G. B. ....	29,393	33,150	38,639	31,300	15,571
	U. S. ....	14,992	5,303	9,957	44,195	6,541
	France. ....		525	2,487	504	103
	B. W. Indies. ....	20	60	3,557	10,226	1,591
	Newfoundland. ....	17,190	11,517	8,731	20,090	24,202
	S. W. Indies. ....		50	2,995		
	O. C. ....	267	615	1,106	1,131	3,681
		61,862	51,220	67,472	107,446	51,689
Total, wool ....		282,957	300,021	315,382	311,464	280,000
Miscellaneous articles :— Settlers' effects. ....	G. B. ....		53,964	61,934	57,184	37,014
	U. S. ....		793,460	1,012,312	1,155,653	1,303,379
	B. W. Indies. ....		25	789	2,660	5,135
	China. ....		1,944	1,120	240	1,528
	France. ....			250	1,700	
	Germany ....		1,100		7,750	455
	Japan ....		960	200	200	2,600
	Mexico ....			2,000		
	Newfoundland. ....		2,055	1,451	896	5,093
	New Zealand. ....			100	1,000	
	O. C. ....		475	300	715	1,842
			853,983	1,080,456	1,227,998	1,357,046

## Trade and Commerce.

No. 4.—STATEMENT (by Countries) of the Values of the principal Articles  
exported, &c.—Continued.

ARTICLES EXPORTED.	Country.	1889.	1890.	1891.	1892.	1883.
		\$	\$	\$	\$	\$
Other miscellaneous articles.	G. B. ....	60,511	30,129	161,178	101,634	37,895
	U. S. ....	759,661	92,539	54,871	128,545	188,469
	Australia .....	917	.....	520	525	3,421
	B. W. Indies.....	800	.....	879	.....	3,725
	China.....	8,710	397	3,477	3,011	13,306
	Newfoundland....	679	1,595	522	1,470	349
	Sandwich Islands.....	.....	2,500	1,500	.....	.....
	O. C. ....	512	387	4	126	390
		831,790	127,547	222,951	235,311	247,555
Total, Miscellaneous .....		831,790	981,530	1,303,407	1,463,309	1,604,601

No. 5.—TONNAGE of Sea-going Vessels entered at and cleared from Canadian Ports in 1891, 1892 and 1893.

NATIONALITY.	1891.			1892.			1893.		
	Entered.	Cleared.	Total.	Entered.	Cleared.	Total.	Entered.	Cleared.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Canadian.....	831,352	959,954	1,791,306	1,009,648	1,075,539	2,085,187	1,060,385	1,129,540	2,189,925
British.....	1,823,854	1,699,384	3,523,238	1,897,945	1,688,390	3,586,335	2,016,380	1,764,535	3,780,915
Argentine.....	1,662	1,682	3,324	2,220	2,925	5,145	1,742	1,155	2,897
Austrian.....	2,280	4,082	6,342	9,743	9,224	18,967	10,840	10,319	21,159
Belgian.....							1,698		1,698
Chilian.....	11,267	8,030	19,297	5,700	7,730	13,430	9,396	6,525	15,921
Danish.....	1,306	1,306	2,612	1,798	588	2,386	1,551	2,010	3,561
Dutch.....	4,840	3,010	7,850	16,995	9,942	26,937	7,117	4,590	11,707
French.....	20,056	15,366	35,422	7,308	6,797	14,105	10,864	11,228	22,092
German.....	99,616	97,168	196,784	84,423	70,161	154,584	100,250	83,104	183,354
Hawaiian.....	32,088	32,088	64,176	48,132	48,132	96,264	34,527	31,059	65,586
Italian.....	20,303	24,130	44,433	30,647	28,024	58,671	32,011	31,887	63,898
Nicaraguan.....	29,304	33,548	62,852	32,702	32,277	64,979	28,098	28,098	56,196
Norwegian and Swedish.....	377,971	441,896	819,867	446,047	388,366	834,413	383,601	401,246	784,847
Portuguese.....	489	505	994	174	174	348	1,067	253	1,320
Russian.....	8,383	8,545	16,928	5,334	4,020	9,354	11,554	13,527	25,081
Spanish.....	8,435	17,680	26,115	14,577	17,797	32,374	15,279	18,996	34,275
United States.....	2,000,749	2,072,907	4,073,656	1,862,606	1,886,889	3,749,495	1,645,258	1,698,921	3,344,179
Totals.....	5,273,935	5,421,261	10,695,196	5,475,909	5,276,975	10,752,974	5,371,618	5,236,993	10,608,611

## Trade and Commerce.

No. 5.—Continued.—TONNAGE of Vessels trading on the Lakes and Rivers between Canada and the United States, not including ferries, which arrived at and departed from Canadian Ports in 1891, 1892 and 1893.

	1891.			1892.			1893.		
	Arrived.	Departed.	Total.	Arrived.	Departed.	Total.	Arrived.	Departed.	Total.
	Canadian	2,948,870	2,775,469	5,724,339	2,916,154	2,630,089	5,546,243	2,693,629	2,414,597
United States	1,149,564	1,263,549	2,383,113	1,165,461	1,227,777	2,393,238	1,442,855	1,379,842	2,822,697
Totals	4,098,434	4,009,018	8,107,452	4,081,615	3,857,866	7,939,481	4,136,484	3,794,439	7,930,923
<b>TONNAGE of Vessels employed in the Coasting Trade of Canada which arrived at and departed from Canadian Ports in 1891, 1892 and 1893.</b>									
	1891.			1892.			1893.		
	Arrived.	Departed.	Total.	Arrived.	Departed.	Total.	Arrived.	Departed.	Total.
	British and Canadian	12,538,742	11,903,885	24,442,627	12,656,144	11,938,417	24,594,561	12,617,890	11,649,239
Foreign	297,032	246,471	543,503	279,638	235,730	515,368	176,642	135,352	311,994
Totals	12,835,774	12,150,356	24,986,130	12,935,782	12,174,147	25,109,929	12,794,532	11,784,591	24,579,123
<b>TONNAGE of Vessels, other than those employed on inland waters, which reported at and cleared from Canadian Ports in 1891, 1892 and 1893.</b>									
	1891.			1892.			1893.		
	British and Canadian.	Foreign.	Total.	British and Canadian.	Foreign.	Total.	British and Canadian.	Foreign.	Total.
	Sea-going vessels trading on lakes and rivers between Canada and the United States	5,314,544	5,380,652	10,695,196	5,671,522	5,081,452	10,752,974	5,970,840	4,637,771
Vessels employed in the coasting trade	5,724,339	2,383,113	8,107,452	5,546,243	2,393,238	7,939,481	5,108,226	2,822,697	7,930,923
Totals	24,442,627	643,503	24,986,130	24,594,561	515,368	25,109,929	24,267,129	311,994	24,579,123
Totals	35,481,510	8,307,268	43,788,778	35,812,326	7,990,058	43,802,384	35,346,195	7,772,462	43,118,657

No. 6.—STATEMENT showing the Quantity of Excise Goods manufactured and entered in each Fiscal Year ended 30th June, from 1889 to 1893, and of the

	1889.			1890.			Manufactured, Quantity.
	Manufactured, Quantity.	Entered for Consumption.	Revenue accrued.	Manufactured, Quantity.	Entered for Consumption.	Revenue accrued.	
			\$			\$	
Spirits, in proof gallons.	5,847,508	2,960,447	3,873,607	5,091,475	3,521,194	4,620,393	4,397,564
Malt liquor, stand. galls.	16,363,349	16,359,148	12,710	17,196,115	17,193,646	13,631	18,069,306
Malt . . . . . Lbs.	60,500,427	51,111,429	518,239	64,814,257	54,974,013	556,365	52,999,874
Cigars . . . . . No.	92,590,012	92,599,820	563,172	100,311,140	98,976,117	603,473	100,081,550
Tobacco . . . . . Lbs.	8,683,526	9,431,750	1,840,522	9,917,036	9,545,350	1,896,359	9,591,732
Cigarettes . . . . . No.	57,278	55,248		No.	34,206,940		28,990,440
Snuff . . . . . Lbs.	262,260	262,235		257,720	257,600		252,090
Methylated spirits . . . . .							
Petroleum . . . . .			35,745			39,737	
Manufactures in bond . . . . .			28,083			29,610	
Seizures . . . . .			4,880			3,886	
Other receipts . . . . .			15,240			16,162	
Total . . . . .			6,892,198			7,779,616	

QUANTITY remaining in Warehouse at End of Each Year.

	1889.	1890.	1891.	1892.	1893.
Spirits . . . . . Pf. galls.	9,943,182	11,099,179	12,415,786	12,836,079	13,502,814
Malt . . . . . Lbs.	24,764,622	26,599,004	17,330,319	27,794,592	32,039,148
Cigars . . . . . No.	10,793,175	12,157,240	10,912,950	14,183,170	13,206,700
Tobacco, cigarettes and snuff . . . . . Lbs.	2,114,261	2,265,178	2,223,611	1,943,071	1,885,601
Methylated spirits . . . . . Pf. galls.				5,846	2,242

## Trade and Commerce.

for Consumption, the Revenue accrued thereon, and other Excise Revenue accrued Quantity remaining in Warehouse at the End of each of the Years named.

1891.		1892.			1893.		
Entered for Con- sumption.	Revenue accrued.	Manufac- tured, Quantity.	Entered for Con- sumption.	Revenue accrued.	Manufac- tured, Quantity.	Entered for Con- sumption.	Revenue accrued.
	\$			\$			\$
2,687,664	3,546,942	3,498,232	2,545,935	3,876,677	3,856,955	2,731,896	4,142,057
18,054,373	10,495	16,946,245	16,915,428	6,906	17,175,356	17,157,879	6,628
57,909,201	591,399	56,678,903	46,425,882	935,668	53,933,419	50,082,751	1,008,130
101,142,481	615,179	*1,056,348	104,528,791	634,177	*1,765,533	114,668,809	692,266
9,436,554		107,927,813	9,619,407		114,340,490	10,199,764	
		9,556,250			47,749,600	9,748,443	
36,066,600	1,926,987	40,201,700	40,147,200	2,421,993	253,620	42,870,100	2,446,130
252,090		252,760	252,760			251,620	
.....	38,213	.....	.....	22,753	.....	.....	33,117
.....	40,407	.....	.....	43,503	.....	.....	46,343
.....	34,581	.....	.....	38,338	.....	.....	36,050
.....	2,727	.....	.....	5,367	.....	.....	8,989
.....	18,222	.....	.....	22,562	.....	.....	24,792
.....	6,825,152	.....	.....	8,007,944	.....	.....	8,444,502

\*Imported.



No. 7—STATEMENT showing the transactions under the Chinese Immigration Act to the 30th June, 1893.

The Act went into force as respects arrivals by vessels sailing from ports in North America, on the 20th day of August, 1885, and as respects arrivals by other vessels on the 1st day of January, 1886, vide 48-49 Victoria, Chapter 71.

The Act as it appears in the Revised Statutes, Chapter 67 (1886), is slightly changed from the original. There have been since then two amendments thereto, viz., as per 50-51 Victoria, Chapter 35 (1887), and 55-56 Victoria, Chapter 25 (1892.)

The administration of the Act was, by Order in Council of 1st September, 1885, assigned to the Department of Customs and transferred to the Department of Trade and Commerce, by Order in Council of the 13th of March, 1893.

The annual revenue, expenditure, &c., under the Act has been as follows :—

Year ending 30th June.	Immigrants.		Total Collections from all sources.	Refunds.	Expense of Collection.	Share of Capitation Fee paid to Provinces.
	Exempt.	Paying Fees.				
	No.	No.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1886 .....	1	211	11,693 00	450 00	1,629 26	2,525 00
1887 .....		124	7,424 50		2,123 81	1,450 00
1888 .....		290	15,694 50		2,041 22	3,587 50
1889 .....	112	782	40,808 00	250 00	2,104 25	9,600 00
1890 .....	97	1,069	56,258 00	300 00	1,634 99	13,250 00
1891 .....	12	2,114	107,785 50	300 00	1,760 79	26,275 00
1892 .....	6	3,272	166,502 00	550 00	1,980 36	40,662 50
1893 .....	14	2,244	113,491 00	2,100 00	2,534 83	27,387 50
Totals .....	242	10,106	.....	.....	.....	.....

From the 10,348 immigrants arriving since the Act went into force, there should be deducted 6,098 who, on leaving the country, took out certificates of leave or registered for leave prior to 30th June, 1893, all of whose certificates had become cancelled by limitation and a further number of registrations outstanding still available for return, leaving a net balance of less than 4,250 arrivals in excess of departures.

These figures cannot, however, be taken as evidence of that increase in the Chinese population of the country since the Act went into force, as many leave with no intention of returning and consequently do not register. The figures are also valueless in estimating the present number in the country as there exists no reliable evidence as to the number in the country at the time the Act went into force.

The census of 5th April, 1891, gives the total number of Chinese in the Dominion at that date as 9,129, to which add 6,384 arrivals since that date, and deduct 909 outstanding certificates of leave and of registrations for leave that have been issued since then, and there remains a balance of 14,604 as representing the number in the country on the 30th June, 1893, less those who have left without reporting, of which no reliable estimate can be made.

## Trade and Commerce.

No. 8.—STATEMENT of Expenditure for year ended June 30, 1893.

SERVICE.	Paid by Department of Trade and Commerce.	Paid prior to transfer of Management to Depart- ment of Trade and Commerce.	Paid through other Departments.	Total.
	\$    cts.	\$    cts.	\$    cts.	\$    cts.
<i>Departmental :—</i>				
Civil Government Salaries .....	2,428 73			
do                      Contingencies .....	2,451 25			4,879 98
<i>Chinese Immigration :—</i>				
Salaries .....	950 00			
Contingencies .....	1,584 83			2,534 83
<i>Mail Subsidies :—</i>				
Baddeck and Grand Narrows, &c. ....	3,500 00	3,500 00		
Canso, Port Hood and Mabou .....	1,000 00	2,779 50		
Grand Manan and Mainland .....	2,000 00			
Halifax and Newfoundland <i>via</i> Cape Breton		2,000 00		
Halifax and St. John <i>via</i> Yarmouth .....		3,125 00		
Halifax, St. John, West Indies and South America .....	52,500 00	44,583 33		
London and St. John, and Halifax .....	13,000 00	12,000 00		
Magdalen Islands .....	2,900 00	3,250 00		
Nanaimo and Victoria .....	57 85	74 10		
Port Mulgrave and Cheticamp .....		1,500 00		
Prince Edward Island and Mainland .....	3,146 00	2,054 00		
St. John and Minas Basin ports .....	3,000 00			
St. John, Digby and Annapolis .....	5,750 00	2,875 00		
British Columbia, China and Japan .....			73,000 00	
Campbellton and Gaspé .....			11,132 81	
Canada, Great Britain and France .....			10 00	
Canada and Liverpool .....			147,561 00	
San Francisco and Victoria, B.C. ....			17,640 00	413,938 59
International Customs Tariff Bureau .....	600 00			600 00
Commercial Agencies .....	1,314 75		2,631 29	3,946 04

Trade and Commerce.

PART II.

COMMERCIAL RELATIONS AND INFORMATION REFERRING  
TO THE TRADE OF DIFFERENT COUNTRIES.



# Trade and Commerce.

## COMMERCIAL AGENTS.

The following Canadian Commercial Agents (whose addresses are given) will answer correspondence relative to commercial and trade matters, and give information to those interested as to local trade requirements in the districts they represent.

Such reports of general interest as have been received from them since the publication of "Commercial Relations, Canada, No. 1," are appended.

G. Eustace Burke, Kingston, Jamaica, agent for Jamaica and Tobago.

H. Ogilvie Bennett, St. Johns, Antigua, agent for Antigua, Montserrat and Dominica.

S. L. Horsford, St. Kitts, agent for St. Kitts, Nevis and the Virgin Islands.

Darnley C. DaCosta, Barbados, agent for Barbados.

Edgar Tripp, Port of Spain, Trinidad, agent for Trinidad and Tobago.

Edwin McLeod, Georgetown, Demerara, agent for British Guiana.

C. E. Sontum, Christiania, Norway, agent for Sweden and Denmark.

In addition to their other duties, the following Canadian agents will answer inquiries relative to trade matters, and their services are available in furthering the interests of Canadian traders in their respective localities.

J. G. Colmer, 17, Victoria Street, London, S.W., England.

John Dyke, 15, Water Street, Liverpool.

J. W. Down, Bath Bridge, Bristol.

Thomas Graham, 40, St. Enoch Square, Glasgow, Scotland.

Thomas Connolly, Northumberland House, Beresford Place, Dublin, Ireland.

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## JAMAICA.

### REPORT OF COMMERCIAL AGENT.

(*G. Eustace Burke.*)

KINGSTON, JAMAICA, 22nd July, 1893

The Hon. MACKENZIE BOWELL,  
Minister of Trade and Commerce.

SIR,—Herewith I have the honour to forward my report for quarter ending 30th June last, also comparative statement of articles imported and exported during that period.

The imports and exports from and to Canada are steadily increasing. Shipments of our bananas, oranges, cocoanuts, pine apples, rum and sugar have improved during the quarter under review.

### BUTTER.

The demand for Canadian butter continues to improve, but supplies during the quarter have been small and uncertain. Good creamery, quite fresh, put up in such packages as wooden kegs containing 60 (sixty) pounds net, tins of 1, 2, 5, 10 and 25 pounds net, hermetically sealed and packed with saw-dust, in cases of 100 pounds neatly

labelled and marked, similar to the Copenhagen and American brands, will meet with ready sales, provided the packages advised are adhered to.

On no condition must tubs be shipped, they are insecure, and appearance of package is dirty after landing, and the heat here causes the contents to ooze out and become rancid.

#### CHEESE.

Canadian cheese is pronounced excellent, but weight 60 pounds is too large, packages shipped into, frail and unwieldy. Stronger boxes are required, and the weight should not exceed 30 to 36 pounds. If Canada intends competing with the United States, success can only be attained by packages being made to suit goods, not goods for packages. The United States caters for the requirements of our market and Canada must do the same.

#### SPLIT PEASE.

A large trade can be done with this article. The market secures its present supply from the United States, which figures below Canada, and the weight of barrels, 210 lbs., can be relied on. Several parcels have been received from Canada, but the cost, excessive, freight, &c., attendant thereon, and the weight of barrels, 196 pounds, prevents indents going direct. It would therefore be advisable that trade be encouraged and this matter generally looked into.

#### BOOTS AND SHOES.

Small parcels have been received here and are considered fair as regards quality, but prices and terms of payment as compared with those from the United States operate against large and regular importations.

It would be advantageous for boot and shoe firms to send representatives to introduce samples, make terms equal to the United States, and solicit indents, as there is a large and good demand here.

#### REFINED SUGAR.

A large quantity is now imported and consumption growing daily. The abolition of import duty creates this, but the increased charges in Canada above those of the United States precludes the former securing a share of the trade, therefore the entire requirements are supplied by the latter.

Commercial matters have received a great deal of my attention, and I invite persons in Canada desirous of finding new markets for their produce to address me at any time, all correspondence being properly attended to and the most reliable information transmitted.

I have the honour to be, sir,  
Your obedient servant,

G. EUSTACE BURKE,  
*Commercial Agent for Canada at Jamaica.*

## Trade and Commerce.

ST. KITTS, NEVIS AND VIRGIN ISLANDS.

REPORTS OF COMMERCIAL AGENT.

(*S. L. Horsford.*)

ST. KITTS, B. W. I., 25th March, 1893.

The Hon. MACKENZIE BOWELL,  
Minister of Trade and Commerce.

SIR,—The Hon. Geo. E. Foster having advised me of the organization of the Department of Trade and Commerce under your supervision, and that further correspondence from the commercial agents should be directed to you, I have now the pleasure to open a correspondence with you.

My last report was under date of the 31st December.

The trade between this island and Nevis and the Dominion continues to increase steadily, and I am glad to be able to report that your markets are now being availed of for our sugar which hitherto has almost exclusively been shipped to the United States. I have myself forwarded, and have been instrumental in inducing several consignments to Halifax, and should the results of these shipments continue to be as satisfactory as previous shipments have been, I feel sure it will lead to a rapid extension.

I have the honour to be, sir,

Your obedient servant,

S. L. HORSFORD,  
*Commercial Agent for Canada.*

ST. KITTS, B. W. I., 14th August, 1893.

The Hon. MACKENZIE BOWELL,  
Minister of Trade and Commerce.

SIR,—Since the date of my last report, the principal feature of interest in connection with our Canadian trade has been the growing favour with which some of our planters have taken to the Halifax market as an outlet for their sugar.

Fairly large shipments have been forwarded on consignment this season chiefly by the small growers, and the results have been in every case highly satisfactory. The prices obtained have been quite as good as those ruling at the time in New York, while the freight and charges for handling have been light in comparison with those prevailing in the latter market. The regularity in the movements of the steamers has also greatly contributed to the development and success of this trade, and I have a very strong belief that business in this connection will largely expand, and that with the same favourable circumstances during the next season, there will be a considerable increase in the quantity of sugar sent to Canada.

The total shipments this year amount so far to 17,666 hogsheads sugar; 4,550 puncheons molasses, and 743 puncheons rum, of which equal to 934 hogsheads sugar and 908 puncheons molasses have been sent to Canada, as against 670 hogsheads sugar and 113 puncheons molasses shipped there last year, the bulk of the remainder going as hitherto to the United States. When it is remembered that the trade is just opening, and that only this year any consignments have been made on planters' account (the shipments during 1892 being mainly on the basis of firm orders) I think the increase shown is fairly satisfactory and gives promise of further expansion. Our crop is now over and reaping will not begin till about December. The prospects for next year are exceedingly favourable, the weather having been all that could be desired.

In the matter of imports, the volume of trade has been fairly maintained during the past few months, and now that exporters from your side are getting to be better informed of our requirements, much more satisfactory results are obtained.

I have the honour to be, sir,

Your obedient servant,

S. L. HORSFORD,  
*Commercial Agent for Canada.*

## BARBADOS.

REPORTS OF COMMERCIAL AGENT.

*(Darnley C. DaCosta.)*

BRIDGETOWN, BARBADOS, 14th April, 1893.

THE HON. MACKENZIE BOWELL,  
Minister of Trade and Commerce.

SIR,—Referring to my report of the 27th December last, addressed to the Hon. Geo. E. Foster, D.C.L., M.P., I have now the honour to make to you, as requested by that gentleman my report for the quarter ended 31st March, 1893.

I regret that I am unable to report any improvement from a commercial point of view in the trade relations between this colony and the Dominion of Canada, during the period under review.

Although steam communication has been regular, the volume of business has been rather less during this quarter than previous ones. The importations have fallen off in nearly every item, and generally speaking such importations as have taken place do not call for special notice or comment.

This may, however, be due to the low values which have prevailed here during the past few months for most items of food stuffs and grain, owing to the cheapness of the same in the American markets, and the large importations that have been received here from that quarter. And parties in Canada have probably not been willing to sell their goods on a parity with those imported from America.

As pointed out in my previous reports, Canadian merchants and manufacturers, if they wish to keep themselves and their manufactures and products before the people of this island can only hope to do so by making regular and constant shipments of their goods. But up to the present they do not appear to have recognized the necessity of adopting such a course, and the consequence is that such fitful shipments as they have made, now and again, have not been productive of any appreciable results either to themselves or to those on this side.

The prejudice against Canadian flour has not yet been removed; its keeping qualities have not been proved, and no one here seems disposed to run any risk in buying the same in large quantities, which may result in heavy pecuniary loss.

Very recently some shipments of white oats of very good quality have come through from some Canadian town close to the border. But these were sent *via* New York having been sold through parties there.

I have the honour to be, sir,

Your obedient servant,

DARNLEY C. DACOSTA,

*Commercial Agent for Canada at Barbados.*

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BRIDGETOWN, BARBADOS, 15th July, 1893.

THE HON. MACKENZIE BOWELL,  
Minister of Trade and Commerce.

SIR,—I have now the honour to forward you my report for the quarter ended 30th June last.

There has, during the period under review, been no further development in the trade relations between this island and the Dominion of Canada, that is to say, outside of lumber and fishstuffs. The importations of these have been, as heretofore, almost wholly from Canada and the British North American Provinces, and as I have already pointed out, the business in this direction is hardly capable of extension.

Of articles comprised under the head of "Breadstuffs and Provisions" there has been almost a cessation of importations, I attribute this principally to the large number



## Trade and Commerce.

of cargoes of such goods that have come forward from the United States of America during the quarter.

More especially [is this noticeable in flour. Although the importations for the whole of last year (1892) were very limited, the total quantity being but 965 barrels, so far as this year has gone it would seem that they will prove yet more so, the quantity that has come in for the half year ended 30th June last, having reached only 125 barrels. There is no doubt that Canadian flour has not yet found favour with the people of this colony, and the fact remains that consumers, up to the present time, have not been convinced of its keeping qualities.

There is, however, one item that appears to have met with much favour, namely, heavy white oats. Several parcels of Canadian growth have been received here. But most of these have, however, come by the way of New York. This would seem to point to the fact that it is more advantageous to import through New York merchants than direct from Canadian suppliers. The quality is considered to be very good, and a difference in price seems to have been always readily obtained as against those of American growth. As there is a large consumption here of the article, it would be worth while giving some attention to the matter. But unless the oats can be laid down here at as cheap a rate as they can be got from Americans there will be no possibility of much business being done. Then, too, it must be borne in mind that the oats must be heavy, and above all *white*. Black or mixed oats are almost unsaleable.

I have the honour to be, sir,

Your obedient servant,

DARNLEY C. DACOSTA.

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BRIDGETOWN, BARBADOS, 16th October, 1893.

The Hon. MACKENZIE BOWELL,  
Minister of Trade and Commerce.

SIR,—I regret that in sending you this, my report for the quarter ended 30th September, I am unable to record anything new with regard to the development of trade relations between this Island and the Dominion of Canada.

My last report—that for the quarter ended 30th June—was dated 15th July. Since then there has not been any change whatever in the position described therein, nor any extension of business with the Dominion.

There have been the usual importations of lumber, fishstuffs and such articles as have, as I have in previous reports pointed out, been customary for a number of years; but the trade between the two places has not taken any new course despite the facilities that exist in a regular monthly service of steamers from St. John, N.B., and Halifax, N.S.

In flour, as far as I have been able to ascertain, the importations seem not to have exceeded 50 barrels, or thereabouts, and I am almost convinced that, notwithstanding the efforts of Canadian manufacturers and merchants, during the past two or three years, to establish a large trade here for this staple, their anticipations are not likely to be realized: the prejudice against Canadian flour here seems too great to be easily eradicated while its keeping qualities, or rather non-keeping qualities, have not commended it to our people. Added to this, there is the difference in the comparative value laid down here of the Canadian and the American article, which tells with considerable force against the former.

I may mention that with regard to fishstuffs from Gaspé, what in former years used to be sent by sailing vessels appear this year thus far to have come forward by steamers, each of the recent steamers having brought several hundred packages of the article—both dry and pickled; no doubt this mode of conveyance has been found to be more certain and expeditious, and thus to better answer the requirements of this market.

I have the honour to be, sir,

Your most obedient servant,

DARNLEY C. DACOSTA,

*Commercial Agent for Canada at Barbados.*

## TRINIDAD AND TOBAGO.

## REPORTS OF COMMERCIAL AGENT.

*(Edgar Tripp.)*

TRINIDAD, 13th February, 1893.

The Hon. MACKENZIE BOWELL,  
Minister of Trade and Commerce.

SIR,—I have had the honour to receive instructions from the Hon. Geo. E. Foster to address my future reports, &c., from this colony to you.

No features of special commercial interest or importance have presented themselves since the date of my last report in October.

It is always a matter of difficulty to introduce new brands into unaccustomed markets, even when conditions are equal, but it becomes next to impossible when the unknown article is handicapped by charges from which its older competitor is free.

## M'KINLEY TARIFF ACT.

The Government of St. Lucia has forwarded the following resolutions passed by the Legislative Council, to the Governor of Trinidad, requesting to be informed whether His Excellency would be willing on behalf of the Government to join with that of St. Lucia in moving Her Majesty's Government to terminate the McKinley arrangement, whereby in consideration of the removal of certain duties on goods from the United States, sugar, &c., from the West Indies was admitted free into the Republic.

“The reduction of import duty under the McKinley tariff having resulted in a large falling off of the revenue without any corresponding benefit to the planting interest of the colony in whose interest the arrangement was principally made, nor to the consumers of food, the retail price of which remains unchanged, and there being no other means of raising a revenue adequate for the requirements of a colony without resorting to fresh taxation, which the people are unable to bear :

“*Resolved*: That the Government of the British colonies in the West Indies be approached with a view to ascertaining whether they will join the Government of St. Lucia in moving Her Majesty's Government to have the existing agreement terminated, and if they will not join, that the necessary steps be taken by the Government of St. Lucia.

“Council Chamber, November 24th, 1892.”

His Excellency has referred the matter to the Chamber of Commerce, requesting the opinion of that body. This has not yet been sent in, but it is anticipated that in view of the approaching change of Government in the United States, when it is hoped a more liberal fiscal policy may be initiated, the Chamber will not recommend any immediate action being taken in the matter. At the same time much dissatisfaction and surprise exist in this and the other colonies at the breach of faith on the part of the United States Government involved by the continued free admission of sugars from Java, a country which had remained outside the agreement, and whose sugars, it had been stated, would not be admitted on similar terms to those granted to sugars from countries which had complied with the stipulations of the reciprocity clause of the Act.

Up to date owing to the action of the sugar trust, and the bounties granted to home grown sugars in America, equal to the former duty on imports, no benefit whatever has accrued to the sugar interest, whilst much useful revenue which it is most difficult otherwise to recoup has been sacrificed.

It need hardly be added that West Indians are greatly disappointed at the failure of their hopes in connection with the agreement entered into under the McKinley Act, and that intelligent public opinion throughout the Islands and in British Guiana is ripe for a change.

I have the honour to be, sir,

Your obedient servant,

EDGAR TRIPP.

## Trade and Commerce.

*Extracts from the Report of the Canadian Commercial Agent at Trinidad, bearing date the 17th April, 1893.*

### McKINLEY TARIFF ACT.

Referring to my remarks under this head in my last report, I have now to inform you that the proposal of the Government of St. Lucia, to terminate the McKinley arrangement having been submitted by the Trinidad Government to the Chamber of Commerce, that body, after consideration, replied as follows:—

1. "The effects of the McKinley agreement with reference to the exports of the colony have not come up to the expectations entertained when the agreement was entered into.

2. "In regard to imports, consumption does not appear to have been in any way stimulated by the reduction of duties.

3. "But in view of the fiscal changes likely to occur with the advent of the new Government in the United States, the Chamber is of opinion that it would be inadvisable to take any immediate steps to rescind the agreement."

The colony has suffered during the past three months from one of the most severe droughts experienced for many years. Whilst, at this period of the year, dry weather is most favourable for sugar crop operations, the entire absence of rain causes much damage to the young plants and has proved disastrous to the cocoa cultivation. Cocoa shipped to the 5th April in 1892, was 9,283,360 lbs. against only 2,126,360 lbs. for corresponding period this year. As a consequence there is about \$1,300,000 less in circulation in the island, and the purchasing power of all classes materially reduced. The poorer people, labourers, &c., have suffered especially, and not having the means to purchase imported provisions, have fallen back on native ground provisions to an extent which has considerably affected the import trade of the colony, and rendered foreign food stuffs most difficult to dispose of in the market. But against this the price of our staples, sugar and cocoa, is advancing steadily in European and American markets, and unless something unforeseen happens, 1893 should prove on the whole an unusually prosperous year for the West Indies generally and Trinidad in particular. At the present price of sugar our planters, especially those fortunate enough to own all latest appliances for the manufacture, will reap rich returns from the output of their estates, and it is hoped that the increased value of cocoa will in the end fully compensate for shortness in the crop to date.

### CONDENSED MILK.

I am glad to note that a consignment of this article has recently arrived from Nova Scotia. A considerable trade is done here in condensed milk, mostly Swiss brand prepared in England, and some from Norway, &c. The business is well worth cultivating. Everything will depend upon the quality, and whether it keeps well.

The Collector of Customs by advertisement in the Royal Gazette draws special attention to the following:

"Goods not prohibited to be imported into the colony composed of any article liable to duty as a part or ingredient thereof, shall be chargeable with the full duty payable on such article, or if composed of more than one article liable to duty, then with the full duty payable on the article charged with the highest rate of duty."

Commercial travellers representing various interests in the Dominion have been calling here frequently of late and I have done all that is in my power when applied to as I generally am by them, to assist them by introduction to suitable parties, &c.

One Canadian Insurance Company, "The Sun" of Montreal, has long been established here, and an agency for another, "The Manufacturers" is now being appointed by Mr. I. H. Stevenson who presented a letter of introduction to me from the Hon. Adam Brown. There is ample room for both companies.

I have received and attended to much correspondence with merchants and others in the Dominion who sought information regarding trade prospects with the colony, and

shall be at all times pleased to afford all possible information of this character to those who may desire it.

It is remarked that exporters and commission merchants in Canada do not compile and forward regularly to their correspondents the trade circulars and market reports which it is usual to receive from Europe and the United States; and I am inclined to think that Canadian trade must often suffer abroad from the want of the regular information of the state of her markets which others have found it so useful to supply.

TRINIDAD, 31st July, 1893.

HON. MACKENZIE BOWELL,  
Minister of Trade and Commerce.

SIR,—Your Government will, of course, have received the official notification of the establishment of the harbour of Mayaro, on the east coast of Trinidad, by proclamation of His Excellency the Governor, on 30th March last, but the official announcement does not convey the important effect upon the colony which may, and probably will eventually result from the opening of a port to windward. Hitherto Barbados has enjoyed a practical monopoly of the West Indian and Central American chartering trade. Its position to windward of all the islands has led to its becoming the port of call of all vessels seeking engagement in these waters. A large fleet of sailing craft open for charter fills the roadstead of Bridgetown more or less at all times, and is constantly replenished from South American and other ports. Merchants in Barbados have proved fully equal to the occasion, and by the assistance of a cable code communication with all adjacent chartering ports have established a most remarkable chartering business, and one which adds in no small measure to the general prosperity of the Island. Port of Spain has never been able to compete in this respect with Bridgetown. Trinidad is to leeward of Barbados, and Port of Spain is on the lee side of Trinidad. There is again a certain difficulty and delay for vessels, especially when light or in ballast, in the approach to our harbour through the strong currents of the Bocas (mouths) of the Gulf of Paria. Hence it is that vessels looking for freight have passed Trinidad and gone on to Barbados, very often to return here afterwards to fill a charter concluded by telegraph. By the establishment of a port of call at Mayaro it is expected that a fair share of this chartering business will sooner or later be attracted there. It has equal advantages with Barbados so far as a position sufficiently to windward to fetch other ports is concerned. It is in telegraph communication with Port of Spain, and thence with all parts of the world. It affords a perfectly safe anchorage, for although the prevailing north-east wind blows direct on the shore, it is never dangerous in this latitude. In 1892 buoys were laid marking out shoals, and leading to anchorage, and were located by Lieut. Downs, of Her Majesty's ship "Comus." A mooring buoy is laid down in the principal anchorage for the use of vessels. Stone ballast may be landed at Mayaro, but sand and earth ballast must be thrown overboard in not less than twenty fathoms of water. Good fresh water can be obtained. A flagstaff attached to telegraph office receives and sends signals of the commercial code. Masters of vessels calling at the port should obtain the chart of the survey made in 1890 by Her Majesty's ship "Tourmaline."

I have thought it advisable to draw special attention to the port of Mayaro, inasmuch as, added to the advantage which it possesses of cable communication with other places, Trinidad itself has more freight offering than any other British West Indian colony. At Mayaro itself there is a large export of cocoanuts, and some thirty or forty vessels are loaded there annually with that product alone. From the pitch lake at La Bren over 100,000 tons were shipped last year, and the usual sugar and cocoa freight may generally be looked for by suitable vessels at the right seasons. It very often happens when the wind sets in northerly that ships in ballast waste many days trying

## Trade and Commerce.

to fetch Barbados when they could easily bring up on our east coast and obtain there equally good freight engagement. This specially applies to vessels coming up from Guiana and the large South American ports. I therefore recommend owners and masters of British North American vessels not to overlook Trinidad's windward port when occasion serves.

### TRADE RETURNS, 1892.

The total value of imports was.....	£2,089,380
Including bullion and specie mostly in transhipment from Venezuela.....	228,353
	£1,861,027

The total value of exports, exclusive of bullion and specie was £2,005,277: Exports therefore exceeded imports by £144,250, while the total trade was £3,864,304. The trade of the colony I am happy to report exhibits the same steady improvement which has distinguished it during the past 30 years, and was larger in 1892, by £268,570 or 7.4 per cent than during any previous year, (*i.e.* always excluding the transit trade in specie which fluctuates considerably according to the output of mines in Venezuela.)

The distribution of trade between the United States and British North America for four years including 1892, was as follows:—

#### IMPORTS.

Year.	U.S.	B.N.A.
1889.....	£285,319	£62,960
1890.....	428,563	57,603
1891.....	422,199	66,003
1892.....	456,982	79,275

#### EXPORTS.

Year.	U.S.	B.N.A.
1889.....	£769,257	£14,705
1890.....	728,000	17,815
1891.....	736,345	23,396
1892.....	811,032	14,253

The relative increased imports from the two countries is in proportion to the increased trade of the colony.

The excess of exports to the United States was due to the increased shipments of cacao and asphalt, the export of sugar to that country having fallen off.

Of our principal products, we shipped in 1892 to

	U. S.	B. N. A.
Asphalt raw.....	89,699 tons	
do epuree.....	258 do	110 tons
Bitters.....	20,285 gals.	1½ gals.
Cocoanuts.....	1,185,627	32,917
Cacao.....	41,696 bags	855 bags
Molasses.....	1,000 gals.	173,653 tons
Sugar vacuum-pan.....	89,507 bags	330 bags
do centrifugal.....	{ 140 tacs. }	500 bags.
do Muscovado, 8,159 hds.	4,362 tacs.	51,192 bags—U.S.
do do 61 do	66 do	1,832 do —B.N.A.

The decreased value of exports to British North America in 1892, is owing to the small shipments of molasses, viz., 173,653 gals., value £5,153, against 456,034 gals., value £16,322 in 1891.

It is noticeable that whilst the value of imports from British North America compared with imports from the United States is about one-sixth, the value of exports is only  $\frac{1}{34}$ th.

## MOLASSES

Which formerly went to Canada continues to be taken by Martinique which offers the best market. We shipped 14,600 puns or 1,532,735 gallons to that island in 1892.

## ASPHALT.

An enormous trade is being developed in this article which is now shipped to all parts of the world. The total exported last year was 112,224 tons, giving in duty to the local Government over £29,000. Some of the litigation in respect of rival claims to portions of the "Lake" and surrounding district to which I referred last year, still continues, but as those engaged in this litigation are now responsible parties I would wish to withdraw the caution as to dealing with any other but one company which I thought it right then to express. Unless Canada obtains her supply through New York, it would appear from the returns that our asphalt for paving purposes meets less demand in the Dominion than in any other country where similar conditions exist. In Port of Spain the asphalt is laid down in its raw state and makes a most durable and economical paving, the special advantage being that it is quite impervious to the floods of rain which in this climate prove so destructive to the ordinary macadam road.

## BITTERS

Known as Angostura are manufactured in Trinidad, and 42,557 gallons, value £42,554, were exported last year. As Canada only figures for one and a half gallons of this total, it is evident that the supply must be obtained through the United States, which imported 20,285 gallons.

## CACAO (COCOA.)

In this item a small but satisfactory increase is observable. We sent you 855 bags = 150,500 lbs., value £4,000, against 250 bags = 42,187 lbs., value £1,114 in 1891. The total export of cacao was 142,897 bags = 25,041,635 lbs., being the largest on record.

## SUGAR.

Our exports to British North America in 1892 amounted to £4,225, against £1,501 the previous year. The total crop of the Island was 65,234 tons.

The following table shows the annual percentage exported to each country from 1883 to 1892 inclusive :—

Countries.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
United Kingdom .....	34·5	27·8	38·4	23·2	32·	42·8	41·4	28·	28·52	37·97
United States.....	13·5	67·4	61·4	76·8	68·	57·	58·2	69·8	71·35	61·10
British North America...	2·0	4·8	·2	.....	.....	·2	·1	·8	·08	·87
Other countries.....	.....	.....	.....	.....	.....	.....	·3	1·4	·05	·06

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### IMPORTS.

The improvement in value is attributable to the following :—

	1891.	1892.
Flour . . . . .	£ 157	£ 2,033
Oats . . . . .	8,120	15,090
Pease . . . . .	577	1,739
Potatoes . . . . .	1,177	2,304
Sugar . . . . .	none	514
Staves . . . . .	none	597
Lumber . . . . .	4,365	7,088

On the other hand I regret to note the following decreases :—

	1891.	1892.
Cheese . . . . .	£ 357	£ 51
Butter . . . . .	226	68
Hardware . . . . .	296	38
Leather manufactured . . . . .	259	61
Medicine and drugs . . . . .	564	183
Meats . . . . .	621	424
Textiles . . . . .	750	120

Fresh fruits to the value of £189 was received, and I believe, gave fair returns and another satisfactory item is that of £461 for books and printed matter, against £9 in 1891.

The reasons for the falling off with regard to the other articles will, for the most part, be found in my previous reports, which continue to apply especially to cheese, butter and meats.

Trinidad consumed 132,263 barrels of flour in 1892, only 1,973 of which came from British North America, so that although the increase in the year under review is in a measure satisfactory, there is much room for improvement. The complaints regarding Canadian flour, and the packages of same, for causes already explained, continue.

We imported 3,222,151 pounds soap, value £24,600, of which 3,180,018 pounds came from the United Kingdom, and I observe, none from Canada.

The steamers of Messrs. Pickford and Black kept up to table time in the most exemplary manner, but complaints still reach me regarding freights by them which, in view of the subsidy, ought certainly to compare favourably with those ruling between this port and New York. As a result of punctuality, I understand a large business is done with intercolonial passengers. Under this head I should mention that this line provides the only direct return communication with both Bermuda and Demerara from Trinidad. An interesting batch of passengers left by the "Duart Castle" in June, viz., six or seven Chinese who booked right through *via* Canadian Pacific to Hong Kong, and as there are large numbers of Chinese in these latitudes this traffic is likely to develop.

### TOBAGO.

I regret to say that the condition of our dependency both agriculturally and commercially is far from what could be desired, and there appears to be a growing feeling in both Islands that the union has resulted in good to neither.

I have the honour to be, sir,

Your obedient servant,

EDGAR TRIPP.

TRINIDAD, 21st November, 1893.

HON. MACKENZIE BOWELL,  
Minister of Trade and Commerce,  
Ottawa,

SIR,—Since the date of my last report, 31st July, this colony has been favoured with exceptionally good “out of crop” weather, sun and rain alternating without undue severity in either case. The happiest results for next year’s out put of both sugar and cocoa are therefore anticipated, and, unless something very unforeseen occurs, will probably be realized.

A noticeable feature in connection with the former industry in this colony as in Demerara is the practically general substitution of the most improved machinery, and methods both of manufacture and cultivation, for the old time process which obtained up to a very few years ago. This change for the better has necessarily involved the expenditure of very large sums of money on most sugar estates, but is most satisfactory as pointing to the confidence felt by those most interested in the future of what is still our principal staple.

On cocoa estates also more attention is now devoted to the proper selection of plants, the conditions of soil, and the ultimate curing of the bean. The sun is still acknowledged as the best drier of the cocoa bean when it leaves the “sweating box” but on cloudy and rainy days much harm is done by the mildew which at once attacks the half dried bean. To guard against this, artificial drying houses are employed at some of the larger estates, but although the Government have offered prizes for the best system of artificially drying cocoa, no apparatus for the purpose which can be considered entirely successful has yet been invented. This subject might be worth the consideration of some of your manufacturers of fruit-drying machinery.

The sanction of the Secretary of State has recently been obtained to the issue by Trinidad of a further loan of £400,000, of which £250,000 to be spent in railway extension, and the balance in other public works.

The public debt was increased last year by a loan of £100,000 for road extension, &c., and amounted on 31st December to £608,820. The last loan paying 4 per cent, was placed at £103.3.9 per cent. The whole of the interest and sinking fund upon the present department is met, or nearly so, by the revenue derived from export tax and royalty on shipments from the pitch lake at La Brea, which is Crown property, as Sir F. Napier Broome, in a recent despatch, remark :—“Nature kindly pays the public creditor for us from these few acres of the Crown estate.”

With the extension of railroad communication into the interior of this island, now practically *terra incognita*, a great impetus will be given to agricultural enterprise, and Trinidad may fairly be expected to advance in the future even more than in the past on the path of progress and prosperity.

The following table of imports and exports shows the gradual increase of the trade of the colony since 1883. In both cases bullion and specie must be expected as being for the most part merely transshipments in the harbour of the produce of Venezuelan mines or the shipment thereto of specie for wages, &c.

The apparent improvement in trade during the decade ending 1892 is not so marked as during the corresponding period ending 1882, although the actual quantity of produce shipped was considerably in excess. The difference is caused by decreased value in the important item, sugar. Trinidad is, with the exception of a few trifling manufactures, purely an agricultural country, and has not escaped the wave of agricultural depression which has swept the world in a greater or less degree during the past few years. On



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the whole there is much cause for congratulation that she has so successfully emerged from a crisis which has so very seriously affected some of the smaller sister colonies.

YEAR.	IMPORTS.		EXPORTS.	
	Total Value.	Value, Exclusive of Bullion and Specie.	Total Value.	Value Exclusive of Bullion and Specie.
	\$	\$	\$	\$
1883. ....	2,663,022	1,693,264	2,686,670	1,759,376
1884. ....	3,083,870	1,831,903	2,769,727	1,581,092
1885. ....	2,241,478	1,512,314	2,246,664	1,539,243
1886. ....	2,503,514	1,543,507	2,509,140	1,560,336
1887. ....	1,918,670	1,647,029	1,870,612	1,654,269
1888. ....	1,943,789	1,678,972	2,132,761	1,904,192
1889. ....	2,092,932	1,679,944	2,308,832	1,856,651
1890. ....	2,248,893	1,831,803	2,179,432	1,765,931
1891. ....	2,096,797	1,793,535	2,058,761	1,716,851
1892. ....	2,089,380	1,861,027	2,258,063	2,005,277

Canadian insurance companies will be interested to learn from our vital statistics how healthy this colony is. The birth rate for 1892 was 38.80 per thousand, and the death rate 25.01 per thousand. This bears favourable comparison with the death rate of many European cities.

Pickford & Black's steamers continue to arrive here with the most commendable regularity and afford a most useful means not only of communication with your Dominion, but with our more immediate neighbours. But complaints regarding the freights by this line are numerous, and several importers find it much more to their advantage to obtain goods say from Ontario via New York, than via St. John or Halifax. Notwithstanding this I understand that the steamers are always fully laden on the outward voyage and indeed, frequently shut out goods at the last moment. This last mentioned fact has on two occasions lately caused much inconvenience and loss, one factory here having been compelled to shut down for a month in consequence of certain necessary material having been short shipped at Halifax. This does not occur when the goods come via New York. I am still of the opinion which I expressed to you some time ago that steamers from St. John or Halifax direct to Barbados, Trinidad and Demerara, once a month, would find in a very short time ample employment. Alternate steamers might perhaps with advantage make the round of the smaller islands as at present. The trade of the three colonies specified is worth much more than all the rest put together as has long ago been recognized in New York and provided for accordingly.

I have again to remark upon the difficulty of getting information as to the despatch of vessels, state of crops and markets, etc., in Canada, which merchants in other countries usually supply by means of Prices Current and Market Reports. This want is particularly marked in the case of Prince Edward Island and must be prejudicial to the interests of the people there.

Consignments of Canadian plated ware and fancy goods recently received are, I am pleased to observe, quite able to compete in price and artistic finish with similar goods elsewhere, and present novel designs which please the public taste.

I am sorry to find that nothing can be done, or has been done, to lessen Canadian railway freight except when car loads are carried. This has a serious deterrent effect upon a young trade. Many importers say they would try small lots of Canadian goods, but would not risk a car load at first, and the freight for less quantity is prohibitive.

Of course I speak without authority on such subjects, but it would seem to be in the interest of the Canadian Pacific and other lines to allot special cars at special rates to collect on certain fixed dates all goods intended for shipment by the West India Steamship Line. I feel sure that some such arrangement as that indicated would lead to a considerable increase of commercial intercourse from which the railways themselves would eventually reap much benefit.

During the present year we have only received 1,200 barrels of Canadian flour direct, although a certain quantity also came by way of New York. It affords me much satisfaction to be able to report that the last lots of Canadian flour received have given complete satisfaction in every respect, and the objections hitherto made as to its non-keeping qualities, have not applied to recent arrivals of the article. Unfortunately of late our market for foodstuffs has been much overstocked owing to competition amongst some leading importers, and this has led to depression in trade and want of activity in prices and dealings. This, however, is a matter which must right itself shortly in the ordinary course of things, and if Canadian exporters are willing to take the good with the bad all the year round, there is every reason to hope that the trade between Canada and these colonies which has been growing will not only continue to grow but develop rapidly.

I have the honour to be, sir,  
Your obedient servant,

EDGAR TRIPP,

*Commercial Agent for Canada for Trinidad and Tobago.*

The Hon. MACKENZIE BOWELL,  
Minister of Trade and Commerce.

SIR,—I do not propose until the official returns are published to deal at any length with the items composing the volume of trade between Canada and this colony during 1893. I desire, however, in advance of a fuller report to draw attention to one or two matters.

From approximate statistics at my disposal I note with regret that there were only imported in 1893, 2,075 barrels of flour, against 1,918 barrels in 1892, a difference of only 157 barrels in favour of latter year. So small an increase in this important trade cannot be deemed satisfactory. We took from the United States in the same period about 137,000 barrels. Canadian flour is now much better spoken of, and if the quality and manner of packing are maintained, there is every prospect of its commanding a large share of our market. I am pleased to see that shippers have adopted round hoops for the barrels, the necessity of which for this market has so often been pointed out. I hear no more now of the old complaint that the flour will not keep. Whether this is due to a package more impervious to air or damp, or to a process of manufacture more suitable for a tropical climate, I am unable to say, but the fact remains. In this connection I may mention that when flour is intended for consumption in the Tropics, the wheat is extra kiln dried by the United States millers.

#### SUGAR.

It seems strange that a sugar producing country should import sugar, but it is the case here. In spite of a protective duty of 10 shillings per 100 pounds, we imported in 1892, 780,379 pounds of refined crushed sugar, of which 41,172 pounds came from the Dominion. Previous to that we received none from Canada, but owing to the excellent package and quality of the sugar, our imports by steamer from Halifax during 1893 increased to about 130,000 pounds.

## Trade and Commerce.

### BUTTER.

There is also a small improvement in quantity taken. Small shipments are coming along steadily, and when the quality becomes known a brisk trade will doubtless spring up.

### MEATS.

Meats have also taken a jump from 32,000 pounds to 56,000, but there is room for a much more substantial increase.

### POTATOES.

The importation of potatoes has fallen from 3,012 barrels to 1,582. This appeared so unaccountable that I have made special inquiries. It is said that the quality of late has been very bad, so much so that two lots were condemned on arrival by the sanitary inspector, and had to be thrown away. It cannot be too strongly impressed upon your exporters that they only court loss when potatoes other than the best and freshest are consigned here.

### LEATHER BUGGY COVERS

Imported by one firm here from Canada are well spoken of, also wire mattresses and cots for which there is a fair demand. Buggies would also be taken in some numbers. Complaints continue to reach me as to drafts against documents arriving here *via* New York a considerable time before the goods *via* Halifax. This, it is said, is due either to the goods being shut out by the steamer, or to imperfect notice of sailing dates. I cannot, of course, speak with certainty on this point, beyond stating in fairness to Messrs. Pickford & Black's boats that, at whatever time they may start they arrive here with most commendable regularity.

I append a list of produce shipped in 1893, and for preceding four years.

Years.	Sugar.			Molasses.			Rum.
	Hogsheads.	Tierces.	Bags and barrels.	Puncheons.	Tierces.	Barrels.	Puncheons.
1889 .....	17,578	6,092	310,778	20,059	1,525	.....	116
1890 .....	12,611	5,223	381,181	17,895	849	62	195
1891 .....	10,869	4,325	324,807	13,324	755	495	150
1892 .....	8,216	4,393	386,461	16,769	823	282	11
1893 .....	*5,045	*4,930	*374,960	11,735	85	25	675

Years.	Cocoa.	Coffee.	Cocoanuts.	Asphalt.	Bitters.
	Lbs.	Lbs.	Number.	Tons.	Cases.
1889 .....	15,167,325	12,880	13,855,818	78,625	.....
1890 .....	20,128,075	4,901	12,667,737	76,077	.....
1891 .....	15,418,275	27,360	15,240,122	94,523	23,204
1892 .....	24,091,380	19,586	12,395,319	107,847	26,395
1893 .....	18,081,880	9,280	11,878,275	88,669	26,202

\* Of these, 5,045 hogsheads, 4,930 tierces, 197,250 bags and barrels have been shipped to the United States and British North American Provinces.

Of the above there were shipped to British North America :—

550 bags, or 98,704 pounds cocoa.

108,763 cocoanuts.

854 tons asphalt.

485 puncheons molasses, approximately, and no sugar worth mentioning.

Crops this year are late, but promise very well, and given favourable weather, the largest output of sugar and cocoa yet recorded may be expected.

I observe many more commercial travellers from Canada than formerly. This is a good sign, and if the men sent are intelligent and thoroughly understand their trade, the want of practical knowledge of the requirements of our market, which has hitherto stood in the way will soon no longer do so.

I have the honour to be, sir,

Your obedient servant,

EDGAR TRIPP,

*Commercial Agent for Canada, for Trinidad and Tobago.*

### DEMERARA.

#### REPORT OF COMMERCIAL AGENT

(*Edwin McLeod.*)

GEORGETOWN, DEMERARA, 30th June, 1893.

Hon. MACKENZIE BOWELL,

Minister of Trade and Commerce.

SIR,—I have received instructions from the Hon. Geo. E. Foster, Minister of Finance dated January 18th last, to address my reports to you henceforward.

I am aware that I am expected to forward quarterly reports, but as the volume of our trade with the Dominion is as a rule so very small in three months that there is little or no material to work upon, and in fact nothing on which to base a statement. I have now the honour, however, to make the following report, which covers the trade for the six months ending 30th June, 1893.

#### SHIPPING.

The arrivals and sailings from and to the Dominion during the first six months of the year have been as follows :—

#### SAILING VESSELS.

Arrivals, January .....	6	Departures, January .....	4
do February .....	5	do February .....	1
do March.....	8	do March .....	1
do April.....	2	do April.....	2
do May.....	3	do May.....	3
do June.....	4	do June.....	2

The total tonnage of the 29 sailing vessels arrived here was 4,156, that of the 13 which returned to the Dominion from this port, 1,506. The steamers "Taymouth Castle" and "Duart Castle," Messrs. Pickford & Black subsidized line, made their regular trips, six for the last six months.

#### IMPORTS AND EXPORTS.

All the sailing vessels above enumerated as having arrived here within the period of my report brought full cargoes—lumber, fish, potatoes, oats and hay; the return cargoes have been sugar, molasses and rum. Sugar shipments to Canada reached 2,457 tons of 2,240 lbs., molasses, 620 puncheons; rum 359 puncheons, 39 hhds., 4 tierces and 169 bbls. This comprises the exports.

## Trade and Commerce.

The imports have been as follows:—

### FLOUR.

We have received 3,189 barrels of various brands as against 1,157 barrels for the last six months of 1892, showing an increase of 2,032 barrels. Our dealers do not now question either the package or the flour. It has been proven beyond a doubt that Canadian flour will keep as well as the best brands imported from the United States. Packages are now made to suit the trade here, and the stock has been excellent. I see no reason why a very large share of the flour business should not fall into the hands of the Canadian flour merchants.

### FISH.

This article of all descriptions is supplied by the lower provinces. The imports have been about equal to the demand. Sales have been the last month I should say at remunerative rates.

### PORK.

We have received of Canadian pork 175 barrels as against 25 barrels for the previous six months. Although on the increase the imports form a very small item towards the large and steady demand of the market. I before reported that Canadian pork was far superior to the American for family use, but the latter is preferred here for the ordinary trade on account of the packing and packages.

### BUTTER.

Only 267 pounds have been landed here. During the last half of 1892, the receipts were 118 pounds. The consumption of this article is increasing very rapidly. I do not see why good sound Canadian butter should not be preferred to some of the villainous compounds for sale here. I saw a shipment landed here in January, 1892, from New Brunswick. It was a choice article, but the packages which were wooden tubs of 60 pounds, were so much against it that it was sold at a sacrifice. Had it been in 2,3,4,5, 10 or 15 pound tins nicely painted or stained, labelled and packed in a case or cases with sawdust, it would have paid the shipper handsomely. Canadian shippers have something to learn in that line yet.

### CHEESE.

I am pleased to report a change in favour of that article. The imports have been 5,832 pounds as against 1,160 pounds for the last half of 1892, showing an increase of 4,672 pounds. There is no doubt that the Canadian is superior to the ordinary American imported here. Cheese should be shipped in boxes of 30 pounds, such packages will meet the trade. As the Canadian is growing so rapidly in favour, importers or consignees would find ready purchasers at market rates for a good article in such packages.

### HAMS AND BACON.

We have received but 1,970 lbs. of hams. Nothing can be said of them except that they are very good, but the quantity was so small that they have been lost in the trade.

### SPLIT PEASE.

The imports have been 4,660 bushels as against 1,876 bushels the last half of 1892. This article is disposed of readily at market rates. The American shipper enjoyed a monopoly of this trade for years, but theirs have fallen off in proportion to the growing Canadian imports.

## OATS.

23,318 bushels have been landed here during the last six months, the bulk of which is from Prince Edward Island. This article competes with any other stock and is preferred by many. It is shipped in nice clean bags of 160 lbs., as a rule in excellent condition.

## LUMBER.

There has been a great change in the trade since my last report. The imports for the six months have been 1,598,475 feet. The supply was from Nova Scotia and New Brunswick. The cause of this change is due to the high rates ruling at New York. This goes to show how unexpectedly a change in trade may take place.

The Comptroller of Customs in his recently issued annual report for the financial year from 1st April, 1892, to 31st March, 1893, gives as under the value of trade between this colony and Canada.

	£	s.	d.
Imports.....	91,012	10	4
Exports.....	63,820	4	6

I also notice that the Comptroller mentions in his report that the tonnage dues to which the Canadian steamers would have been subjected, had it not been that the line is exempted along with the various mail packets amounted to £2,942 (\$14,121.50) and that in addition there were office fees remitted in the case of these steamers to the extent of \$367.50.

The Customs report gives 6,220 brls. of flour as the importation from Canada between April, 1892, and March this year, as compared with 917 barrels in 1891.

A portion of that importation of 6,220 barrels is included in the independent statistics elsewhere embodied in my present report. Hitherto our official returns of imports and exports have embraced a calendar year, but now they are made up and issued to run with the year of finance and taxation which with us is from April one year to March the next.

## TRADE RELATIONS.

I feel satisfied that the Canadian trade is gaining ground daily. The interest manifested in the arrival of Canadian steamers is very marked. They make their trips very regularly and land their cargoes in good order. I may say it is useless for any travelling commercial agent to attempt to build up a trade here with Canada. Many have tried in their own particular lines but have failed signally. It rests with the persevering painstaking shipper (who never says "That is good enough") who offers value for the dealers' cash, on the one hand, and a hard working prudent consignee who has the confidence of the dealers and knows their wants in trade, on the other.

I am quite certain and convinced there is no other road to success, and no other means of bringing about an improvement of trade relations. My practical observations on this head I offer in all seriousness to those who seem to confine their attention to fiscal theories.

I have the honour to be, sir,  
Your obedient servant,

EDWIN McLEOD.

# Trade and Commerce.

## NORWAY, SWEDEN AND DENMARK.

REPORT OF COMMERCIAL AGENT.

(C. E. Sontum.)

CHRISTIANIA, 1st July, 1893.

The Hon. Minister of Trade and Commerce,  
Ottawa, Ont.

SIR,—In accordance with your instructions of May 16th (file No. 377), I have the honour to forward you my report with summary statement of the latest published statistics (1891), over import and export to and from the Scandinavian countries (Norway, Sweden and Denmark).

You will please notice that in 1891 the total import from United States to Norway, Sweden and Denmark amounted to Kr. (crown) 47,114,514, or \$12,626,690. On this Norway imported from United States:—

Barley .....	Kr. 27,000	\$ 7,236
Wheat .....	1,014,900	271,993
Indian corn .....	500	134
Rye .....	3,841,400	1,029,495
Wheat flour .....	735,200	197,034
	<u>Kr. 5,619,000</u>	<u>= \$1,505,892</u>

Sweden imported from United States:—

Wheat .....	Kr. 1,481,383	\$ 397,012
Indian corn .....	136,129	36,483
Rye .....	85,725	22,974
	<u>Kr. 1,703,237</u>	<u>= \$456,468</u>

Denmark imported from United States:—

Indian corn .....	61,000,000	lbs.
Wheat .....	51,000,000	do
Rye .....	17,000,000	do
Wheat flour .....	4,000,000	do
Total .....	133,000,000	do

(1 lb. = 1 lb. plus 10 per cent or  $\frac{1}{2}$  kilo French.)

The total amount of grain and flour imported into Norway and Sweden from United States, Kr. 7,295,237 = \$1,955,124, and to Denmark 133,000,000 lbs. The Danish statistics do not give the value, only the weight.

I believe as far as grain, flour, split and whole pease, oatmeal, evaporated and dried apples are concerned, Canada is fully able to compete with the United States, as any other country. One of the great obstacles against Canadian produce and goods is, however, the high freight rates, as compared with the freight from the United States. For instance the freight on a ton of flour from New York to Christiania is 17s. 6d, and from Montreal by the cheapest route 22s. 6d. This, you will notice, is a considerable difference. The best freight rates we have obtained on manufactured goods, such as whiskey, tobacco, fluid beef, &c., is 30s. per 40 cubic feet. It will be much easier for

Canadian exporters and manufacturers to sell goods in Northern Europe when they quote c. i. f. (cost insurance and freight), as merchants do not buy so readily when quoted f. o. b. (free on board). The New York merchants and the Minneapolis mills always quote c. i. f.

I am glad to inform you that when I arrived here two weeks ago from Canada with samples of split pease, oatmeal, &c., I at once got some orders from the same merchants who bought from me six months ago, and I shall in my next report inform you how I am succeeding with other lines of Canadian produce and manufactured goods.

In accordance with your instructions I shall in a subsequent report mention different articles this country is seeking a market for in Canada.

I have the honour to be, sir,

Your obedient servant,

C. E. SONTUM,

*Commercial Agent for Canada.*

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CHRISTIANIA, 1st October, 1893.

SIR.—Confirming my communication of July 1st, I have hereby the honour to forward you my quarterly report ending September 30th.

As you will please notice by the enclosed newspapers I have been writing considerable about trade openings between Canada and the Scandinavian countries. As these—*Morgenbladet*, *Aftenposten* and *Verdens Gang*—are the three leading newspapers in this country, I believe I have advertised Canada largely.

I inclose also my report published by the Norwegian Department of the Interior about my travels in the early part of this year in Canada and North America, at the Government's expense, as Norwegian Commercial Commissioner. I have reason to believe that the Norwegian Government will send me over to Canada again next year in order to further advance the commercial interests between the two countries.

Norway is seeking a market in Canada for sardines, anchovies, condensed milk, beer, horse-shoe and other nails, fish-hooks, etc.

On the other hand we want to buy from Canada the articles mentioned in my former report, especially grain, flour, fruit and canned goods.

Of fruit we have had dried apples from Toronto of last year's harvest and of which we have sold a few sample lots. The importers have now asked us to quote for this year's harvest, dried, evaporated and fresh Canadian apples, and we are awaiting quotations from Toronto.

Of wheat flour we have received a consignment of 110 bags from the Lake of the Woods Milling Co. of Montreal. Their Hungarian Patent was invoiced to us at \$2.13, Strong Bakers' at \$1.96 and Algoma at \$1.35 per 100 lbs., c. i. f. Christiania.

Although prices had dropped considerably since the flour was shipped from Montreal, we still realized respectively \$2.06, \$1.90 and \$1.30 per 100 lbs., and got a new order for 500 bags.

The bakers speak of the Canadian flour very highly, and I am sure we shall succeed in competing with the Minneapolis flour.

I have had various communications from Canadian manufacturers and exporters, and I endeavoured to answer promptly.

In conclusion I will say that if you have any printed matter in regard to what inducements Canada offers to emigrants, I shall take great pleasure in writing some articles about it in the papers here, as I think the Scandinavian race should be particularly suitable for Canada.

I have the honour to be, sir,

Your most obedient servant,

C. E. SONTUM,

*Commercial Agent for Canada.*



# Trade and Commerce.

## FOREIGN TRADE.

The following tables, and other information, respecting the trade, etc., of Great Britain and some of her colonies, as well as of several representative foreign countries have been compiled for the purpose of showing in as concise manner as possible the aggregate, as well as the distribution, of the trade of such countries during each of the three years to date of the latest available report.

GREAT BRITAIN.

VALUE of the Total Imports and Exports of Merchandise, from and to each Foreign Country and British Possession for Years 1890, 1891 and 1892.

TOTAL IMPORTS.		COUNTRIES.		TOTAL EXPORTS.		
1890.	1891.	1892.		1890.	1891.	1892.
£	£	£		£	£	£
12,020,162	12,103,493	14,052,010	<i>British Possessions.</i>	7,809,800	7,802,987	7,890,226
424,327	502,922	514,454	Dominion of Canada.....	462,934	496,945	639,296
958,175	1,201,486	1,169,200	Newfoundland and Coast of Labrador.....	919,690	974,912	977,856
49,898	48,400	37,564	Channel Islands.....	896,087	800,923	676,101
117,595	122,135	103,627	Gibraltar.....	1,126,391	1,019,467	885,645
1,075,772	1,776,362	1,786,990	Malta and Gozo.....	941,352	1,859,029	1,601,709
106	62	256	Western Coast of Africa, including Gambia, Sierra Leone, the Gold Coast, Lagos and Niger Protectorate.....	3,155	3,558	3,504
788	1,447	753	Ascension.....	18,785	16,618	19,281
4,970,572	5,071,000	4,585,324	St. Helena.....	6,773,850	6,145,449	6,528,412
1,125,040	1,183,428	897,954	South Africa—Cape of Good Hope.....	3,029,702	2,493,088	2,066,422
.....	.....	.....	do Natal.....	.....	.....	.....
.....	.....	.....	Eastern Coast of Africa, including Protectorates of Zanzibar and Pemba, and other British Possessions.....	.....	.....	.....
284,900	268,066	280,127	Mauritius.....	346,631	276,795	291,105
244,057	183,235	224,840	Aden.....	459,344	643,253	221,761
32,668,797	32,234,398	30,513,106	British India.....	35,230,114	32,549,207	29,047,287
5,187,801	5,356,865	4,868,289	Straits Settlements.....	3,024,655	2,589,262	2,205,419
.....	23	10	Labuan.....	4,810	115	239
3,411,209	4,168,998	3,945,209	Ceylon.....	964,935	1,061,374	989,586
1,225,064	1,101,702	836,705	Hong Kong.....	2,741,404	2,732,157	1,972,935
20,992,185	23,068,972	22,790,868	Australia, including Tasmania.....	21,750,705	24,453,359	17,617,822
8,347,430	8,192,594	7,751,741	New Zealand.....	3,705,428	3,778,394	3,884,829
11,299	5	21	Fiji Islands.....	14,061	24,367	20,577
2,692	2,321	1,099	Bermudas.....	219,877	95,658	97,801
1,806,390	1,568,152	1,943,373	British West India Islands.....	2,900,169	2,516,900	2,433,318
907,897	885,606	948,444	British Guiana.....	1,622,473	828,105	862,529
275,293	295,087	239,086	British Honduras.....	119,150	186,849	106,686
73,885	137,959	108,973	Falkland Islands.....	34,063	37,076	45,091
.....	.....	.....	Deep Sea Fisheries.....	2,895	2,262	2,482
96,101,214	99,464,718	97,766,304	Totals to and from British Possessions.....	94,522,469	93,338,119	81,211,541

# Trade and Commerce.

## Foreign Countries.

23,750,868	24,110,251	15,122,677	Russia.....	8,846,054	8,193,132	8,876,899
8,473,656	8,509,651	8,230,064	Sweden.....	4,418,692	4,046,242	3,955,024
3,363,629	3,363,629	3,576,615	Norway.....	2,583,577	2,520,196	2,324,397
7,937,382	7,937,382	8,042,710	Denmark and Danish West India Islands.....	3,046,397	3,093,449	3,118,107
27,031,331	27,031,331	25,726,738	Germany.....	30,516,281	29,944,361	29,642,774
26,973,474	29,267,057	30,414,109	Holland and Dutch Possessions.....	18,390,904	17,798,895	18,099,435
17,383,776	17,253,265	17,013,967	Belgium.....	13,272,472	13,272,472	12,813,305
45,755,234	45,528,482	44,243,985	France and French Possessions.....	25,532,251	25,147,227	22,450,926
3,129,850	3,204,121	3,630,633	Portugal and Portuguese Possessions.....	3,568,927	3,198,889	2,509,574
14,458,949	13,352,693	13,398,245	Spain and Spanish Possessions.....	10,154,027	9,835,721	9,207,065
3,093,918	3,419,281	3,284,486	Italy.....	6,853,048	6,908,361	6,908,361
1,728,337	1,464,106	1,237,634	Austrian Territories.....	1,694,318	1,607,191	1,525,453
1,462,798	2,166,486	1,826,984	Greece.....	1,295,126	1,218,546	990,885
138,282	126,875	50,824	Bulgaria.....	110,018	121,641	184,941
			Servia.....	83	2,535	4,729
4,447,159	5,038,091	2,973,794	Roumania.....	1,350,497	1,739,712	1,388,604
4,816,883	5,442,881	5,551,798	European and Asiatic Turkey.....	7,340,868	7,098,474	6,680,645
8,368,851	10,658,288	10,625,230	Egypt.....	3,875,664	3,875,664	3,316,364
284,575	271,870	239,520	Tripoli.....	6,851	8,937	5,265
246,718	204,211	131,858	Tunis.....	168,371	177,096	112,594
668,034	611,445	755,404	Morocco.....	733,149	733,149	707,494
	12,503	3,908	Congo Free State.....	108,371	94,847	72,011
971,051	411,043	338,718	Western Coast of Africa.....	1,126,313	413,299	267,974
443,185	227,732	129	Eastern Africa, Native States.....	212,326	159,174	318
			Abyssinia.....	5,347	18,068	12,202
98,833	118,827	120,610	Madagascar.....	87,942	121,838	89,444
281	15		Arabia (Muscat).....	1,628	411	1,462
			do (other States).....	371		
104,475	163,639	243,984	Persia.....	400,010	487,838	318,290
1,024	699	344	Borneo.....	5,713	5,736	3,628
131,095	199,303	229,001	Other Native Territories in the Indian Seas.....	6,963	3,830	9,715
193,146	100,695	52,205	Siam.....	80,080	101,938	113,410
79,348	9,386	186,421	Cochin China, Cambodia and Tonquin.....	36,756	59,950	30,154
3,830,850	4,713,508	3,583,248	China (exclusive of Hong Kong and Macao).....	6,763,221	6,325,622	5,836,597
1,024,993	1,152,585	804,003	Japan.....	4,187,373	3,060,893	3,281,644
50,855	58,795	67,882	Islands in the Pacific (except Fiji).....	210,502	182,102	66,810
89,593	44,757	40,971	Hayti and St. Domingo.....	547,409	535,358	261,595
97,283,349	104,409,090	108,186,317	United States of America.....	46,340,012	41,046,147	41,412,006
542,979	493,453	454,070	Mexico.....	2,012,562	1,856,647	1,458,825
1,320,305	1,400,130	1,089,255	Central America.....	1,037,489	1,206,489	865,323
304,261	329,214	457,094	Republic of Columbia.....	1,209,618	1,341,233	1,212,030
308,550	290,997	256,739	Venezuela.....	867,594	860,490	384,609
72,843	110,238	128,032	Ecuador.....	308,772	275,262	269,986
1,053,604	969,814	1,573,813	Peru.....	1,234,846	1,125,206	863,008
3,473,348	3,710,356	3,871,399	Chili.....	3,365,824	2,206,969	4,029,338
			Carried forward.....			
315,670,523	327,889,177	317,675,418		215,311,990	201,608,984	195,083,710

VALUE of the Total Imports and Exports of Merchandise, from and to each Foreign Country, &c.—*Concluded.*

TOTAL IMPORTS.		COUNTRIES.	TOTAL EXPORTS.		
1890.	1891.		1890.	1891.	1892.
£	£		£	£	£
315,670,523	327,889,177	<i>Foreign Countries—Con.</i>	215,311,990	201,608,984	195,083,710
		Brought forward.....			
4,350,675	4,249,909	Brazil.....	7,795,073	8,605,293	8,218,050
341,208	374,261	Uruguay.....	2,083,494	1,194,630	1,317,003
4,129,802	3,451,228	Argentine Republic.....	8,530,427	4,366,028	5,808,279
		Paraguay.....	8,116	362	1,451
		Whale Fisheries, Northern.....	549	302	132
		Totals to and from Foreign Countries.....	233,729,649	215,775,599	210,428,625
324,530,783	335,976,546	Totals to and from British Possessions.....	94,522,469	93,338,119	81,211,541
96,161,214	99,464,718	Totals to and from Foreign Countries and British Possessions.....	328,252,118	309,113,718	291,640,166
420,691,997	435,441,264				

## Trade and Commerce.

VALUE of the Total Imports of Merchandise from Foreign Countries and British Possessions, respectively.

	1890.	1891.	1892.
	£	£	£
From Foreign Countries .....	324,256,690	335,645,256	325,741,370
do British Possessions .....	95,932,077	99,223,939	97,517,269
Parcel Post .....	503,230	572,069	535,243
Total of Imports .....	420,691,997	435,441,264	423,793,882

VALUE of the Total Exports of Produce and Manufactures of the United Kingdom, and of Foreign and Colonial Merchandise, to Foreign Countries and British Possessions.

	1890.	1891.	1892.
	£	£	£
To Foreign Countries .....	233,244,742	215,256,192	209,939,368
British Possessions .....	94,006,783	92,762,063	80,698,918
Parcel Post .....	1,000,593	1,095,463	1,001,880
Total Exports .....	328,252,118	309,113,718	291,640,166

VALUE of Merchandise Imported into the United Kingdom from Foreign Countries and British Possessions in the *nine months* ended 30th September, 1893, compared with the corresponding period of the Years 1891 and 1892.

	1891.	1892.	1893.
	£	£	£
Total from Foreign Countries .....	237,111,296	226,550,909	227,820,601
do British Possessions .....	74,667,684	75,851,645	69,256,873
Total from Foreign Countries and British Poss.....	311,778,980	312,402,554	297,077,474

VALUE of British and Irish Produce and Manufactures Exported from the United Kingdom to Foreign Countries and British Possessions in the *nine months* ended 30th September, 1893, compared with the corresponding period of the Years 1891 and 1892.

	1891.	1892.	1893.
	£	£	£
Total to Foreign Countries .....	123,278,608	114,412,654	112,684,899
do British Possessions .....	64,196,788	56,068,134	52,708,722
Total to Foreign Countries and British Poss .....	187,475,396	170,480,788	165,393,621

COMPARATIVE Statement showing Increase and Decrease of Trade of the United Kingdom with the following Countries, for nine months ended September 30, 1893, as compared with the same period in 1892.

Countries from which Imported.	1892.	1893.	Decrease.	Increase.
	£	£	£	£
United States of America.....	79,112,820	65,555,974	13,556,846	
Turkish Dominions.....	10,686,863	9,684,322	1,002,541	
Dominion of Canada.....	9,681,119	8,454,319	1,226,800	
Australia.....	18,659,921	17,172,156	1,487,765	
British Possessions in East Indies.....	29,767,039	25,374,455	4,392,584	
France.....	32,769,143	33,513,876		744,733
Germany.....	18,626,991	19,253,196		626,205
Brazil.....	3,399,291	2,535,960		863,331
COUNTRIES TO WHICH EXPORTED.				
France.....	11,393,406	10,076,474	1,316,927	
Spain.....	3,888,482	2,755,353	1,133,129	
Chili.....	2,908,068	1,763,839	1,144,229	
Australia.....	12,306,402	8,930,400	3,376,002	
Russia.....	4,795,042	4,012,217	782,825	
Brazil.....	6,345,276	5,495,032	850,244	
Dominion of Canada.....	5,487,303	5,523,017		35,714

### FRANCE.

No detailed statements of the imports and exports of France later than for the year ending 31st December, 1891, have come to hand, but from summary statements published it appears that the year 1892 shows a decrease in the total trade, in comparison with 1891, of over 550,000,000 frs. The decrease in imports was chiefly in yarns and textile fabrics. The decline in exports was largely on sugars, metal wares, wooden wares, paper, skins, &c. The prices of various articles seem to have fallen, to the extent of about 38 per cent on skins and hides, 20 per cent on gums and resins, 10 per cent on woollens, 3½ per cent on cotton, 22 per cent on poultry, and 10 per cent on milk.

It is also stated that the imports and exports for the year ending 31st of December instant will probably show a further reduction of from 400,000,000 to 500,000,000 frs. The imports are less from Great Britain, Turkey, Brazil, Spain, Switzerland and the United States. Those from the United States so far show the largest falling off and will probably exceed 30 per cent, and the exports will show a reduction as regards all countries with the exception of Brazil.

A change in the navigation laws went into force under a decree of January, 1893, since when the number and tonnage of ships entering and clearing at French ports has decreased. That of French ships has diminished, while that of foreign ships has increased.

Under the old law bounties were given to French built ships and half bounties to foreign ships transferred to French register. These bounties were only payable to vessels engaged in long voyages, which were defined to be navigation to the south beyond the 30th degree of north latitude, and to the north beyond the 72nd degree of north latitude; to the west beyond the 15th degree of longitude, and to the east beyond the 44th degree, and coasting was defined as navigation within the above limits and between French ports only. Under the new law there are two kinds of coasting: one of vessels trading from port to port locally, another comprising all voyages inside the limits above mentioned to be called international coasting, that is, voyages between French and Algerian and foreign ports, and voyages between foreign ports, provided the distance ran in each case exceeded 120 miles.

Under the new law the half bounties above referred to are repealed, consequently bounties are no longer payable except to French built ships.

# Trade and Commerce.

## FRANCE.

VALUE of the Total Imports and Exports of Merchandise from and to each Country, for the Years 1889, 1890 and 1891.

IMPORTS.			EXPORTS.					
1889.			1890.			1891.		
Franks.	Franks.	Franks.	Franks.	Franks.	Franks.	Franks.	Franks.	Franks.
COUNTRIES.								
661,900,000	763,100,000	739,700,000	1,185,800,000	1,218,100,000	1,238,500,000			
6,400,000	12,600,000	13,400,000	6,200,000	6,400,000	4,300,000			
21,100,000	38,800,000	82,600,000	16,300,000	9,200,000	12,400,000			
800,000	900,000	900,000	6,100,000	6,500,000	5,900,000			
198,700,000	231,100,000	295,400,000	22,100,000	19,900,000	14,500,000			
9,500,000	11,200,000	18,800,000	13,900,000	15,100,000	18,000,000			
571,100,000	594,200,000	579,000,000	649,600,000	623,100,000	601,700,000			
320,100,000	339,000,000	553,800,000	405,000,000	474,000,000	372,400,000			
394,700,000	388,400,000	441,700,000	302,900,000	244,100,000	286,900,000			
457,600,000	428,200,000	411,700,000	393,400,000	401,600,000	421,000,000			
352,900,000	360,400,000	355,900,000	353,400,000	385,600,000	375,600,000			
238,300,000	238,500,000	276,100,000	21,700,000	19,300,000	18,200,000			
227,600,000	213,500,000	219,200,000	209,000,000	208,200,000	190,500,000			
220,700,000	214,600,000	204,300,000	203,400,000	190,600,000	120,000,000			
201,900,000	210,000,000	189,700,000	191,800,000	209,200,000	222,000,000			
153,000,000	157,000,000	157,900,000	74,600,000	93,500,000	96,200,000			
124,600,000	116,600,000	138,100,000	28,900,000	23,400,000	21,600,000			
167,100,000	130,800,000	135,900,000	18,300,000	12,400,000	10,300,000			
135,600,000	126,000,000	129,600,000	98,200,000	97,800,000	121,400,000			
75,100,000	57,800,000	93,100,000	14,800,000	24,400,000	30,800,000			
791,600,000	819,300,000	866,200,000	567,500,000	627,100,000	606,600,000			
5,320,300,000	5,452,400,000	5,938,300,000	4,803,500,000	4,840,200,000	4,730,500,000	Total.		

## NORWAY.

The value of goods imported into and exported from Norway for the years 1890, 1891 and 1892, as given in the report of Her Majesty's Consul General at Christiania was as follows:—

Year.	Imports.	Exports.	Total.
1890.....	\$55,455,667	\$35,443,933	\$90,899,600
1891.....	60,293,133	35,254,133	95,547,266
1892.....	54,068,667	34,183,466	88,252,133

From this it will be noticed that the aggregate value of both imports and exports in 1892 was somewhat less than each of the preceding years.

The number and tonnage of vessels entered and cleared at Norwegian ports, with the proportion of Norwegian vessels was as follows:—

	Vessels.	Tons.
Inwards.....	10,752	2,902,836
Norwegian vessels.....	6,699	1,929,048
Outwards.....	11,954	2,883,731
Norwegian vessels.....	6,543	1,895,581

Freights are reported to have remained at the same low level as in 1891, perhaps even going lower. The timber freights from Canada were not encouraging in 1892, rates having been lower than in 1891. The market opened with £2 10s. from Quebec to London or the west coast, but fell to £2 5s., and it was impossible to get more than £2 for a second voyage from the lower ports in the St. Lawrence. The freight rates for dressed deals and boards from Norway and Sweden to Australia have scarcely ever been so low. From the eastern ports of Norway the freights offered to large vessels for Melbourne were only £2 to £2 3s. 6d. There was reported a rise in 1892 on the average price of wood-pulp to the extent of from 4s. 5d. to 8s. 11d. per ton for dry pulp, the average price having been £3 18s 11d. per ton f. o. b. More chemical and mechanical pulp was sold to Great Britain during this year than during the year previous. The number of pulp mills reported as working was 53. For dry sulphite the price per ton quoted has been, first quality a little over £10, and about from £9 15s. to £10 for second quality. Dry unmixed sulphate-pulp are quoted at from £9 14s. to £10 for first quality, and £9 3s. to £9 9s. for second quality. It is stated that there were 11 mills producing sulphite, and 4 producing sulphate-pulp. Including Swedish goods the quantity of cellulose was about 20,000 tons of dry, and 8,500 of wet. The reports from Mr. C. E. Sontum, the Canadian Commercial Agent at Christiania, Norway, are of interest, and indicate the class of goods that may possibly find ready sale in Norway and Sweden.



## Trade and Commerce.

### TURKEY.

No reports showing the total trade of Turkey are available, but that portion of the trade of interest to Canada is fully reported upon by Her Britannic Majesty's Consul General at Smyrna, which is the principal port of import and export of such goods as are of interest to Canadians. The total imports and exports for the years 1891 and 1892 are as follows:—

	Imports.	Exports.
1891 .....	£2,985,851	£3,927,182
1892 .....	3,010,472	3,647,512

The largest single item of imports is building timber, which in 1892 amounted to £355,144, and of boards there was imported to the value of £84,345. Other articles of Canadian produce or manufacture imported are flour, cheese, sewing machines, furniture, piano, cured fish and smoke meats, manufactures of cotton, nails, matches, cloths, &c.

The principal articles of export are of course, dry fruits, of which during the year 1892 there was exported, figs to the value of £376,556, raisins to the value of £777,781, currants £7,607, other fresh and dried fruits £28,971, liquorice roots £62,220 and liquorice paste £22,563, cotton £192,593.

As these are all articles which are imported extensively into Canada, some direct, but more indirect through Great Britain, attention is called to the matter and the possibility of a remunerative direct trade pointed out, and it may be stated that inquiry has been made with reference to direct exports to Smyrna of Canadian timber and amber.

UNITED STATES.  
VALUE of the Imports and Exports of Merchandise from and to each Foreign Country for the Years 1891, 1892 and 1893.

IMPORTS.		COUNTRIES.			EXPORTS.			
1891.	1892.	1893.	1891.	1892.	1893.	1891.	1892.	1893.
\$	\$	\$	\$	\$	\$	\$	\$	\$
194,723,262	156,300,881	182,859,769	Great Britain.....	441,599,807	499,315,332	421,134,551		
39,087,782	34,954,203	37,777,463	Dominion of Canada.....	36,052,613	43,239,787	46,794,331		
346,753	390,344	408,879	Newfoundland and Labrador.....	1,292,902	1,586,201	1,834,177		
82,829	86,931	181,220	Gibraltar.....	476,068	405,507	434,226		
219,090	552,315	759,846	Bermuda.....		908,119	962,116		
16,293,184	233,525	136,171	British Honduras.....	457,549	473,906	405,168		
4,833,206	12,440,132	16,028,512	British West Indies.....	9,546,058	8,130,237	8,044,846		
23,356,989	4,363,204	5,029,178	British Guiana.....	1,791,350	1,933,299	2,000,675		
563,275	763,323	25,968,554	British East Indies.....	4,319,544	3,674,307	3,152,760		
6,239,021	8,432,306	878,078	Hong Kong.....	4,743,498	4,894,049	4,216,602		
959,401	816,597	7,266,808	British Australasia.....	12,801,670	11,386,677	7,991,228		
1,496,889	2,307,444	7,116,376	British Africa.....	3,194,028	3,464,765	3,688,999		
77,484,804	69,730,223	2,471,937	All other British Possessions.....	63,361,711	654,328	570,332		
37,316,383	82,907,553	77,139,680	France and French Possessions.....	91,684,981	102,679,067	49,730,821		
11,595,310	7,718,565	10,054,501	Germany.....	1,215,540	1,527,980	83,578,988		
10,945,672	10,273,061	11,166,196	Austria Hungary.....	26,694,150	48,785,117	26,740,434		
1,378,333	697,002	894,094	Belgium.....	3,932,866	8,985,599	5,877,557		
21,678,208	22,161,617	1,283,557	Denmark and Danish Possessions.....	159,445	100,370	130,461		
20,049,707	18,469,850	26,250,241	Italy.....	15,927,274	14,317,782	13,019,539		
1,651,025	2,014,620	27,496,840	Netherlands and Dutch Possessions.....	26,941,060	46,295,775	40,814,860		
4,833,345	5,246,797	6,117,015	Portugal and Portuguese Possessions.....	3,480,243	4,432,807	6,221,296		
51	17,753	23,808	Russia.....	7,925,092	6,819,035	2,447,414		
11,240,227	11,580,850	14,893,933	Roumania.....	50,462	25,230	48,798		
3,725,201	3,754,932	4,176,384	Spain and Spanish Possessions.....	14,903,195	11,868,207	13,825,969		
14,115,805	13,196,469	16,010,728	Sweden and Norway.....	4,939,572	6,579,381	4,084,704		
6,260,335	7,257,680	9,187,586	Switzerland.....	49,317	10,397	7,391		
27,295,992	28,107,525	33,555,099	Turkey and Turkish Possessions.....	330,609	342,624	307,362		
2,512,305	2,086,046	79	Mexico.....	14,199,080	14,293,969	19,568,634		
2,618,199	3,182,838	2,809,358	Costa Rica.....	1,298,793	1,154,023	1,210,740		
1,159,591	962,329	2,554,710	Guatemala.....	1,971,001	1,851,352	1,763,862		
		684,912	Honduras.....	583,114	515,224	471,695		

# Trade and Commerce.

1,705,961	1,657,873	1,400,236	Nicaragua .....	1,592,013	1,307,179	937,869
1,783,066	2,330,702	1,355,730	Salvador .....	1,134,905	1,294,268	1,136,430
3,243,454	3,202,729	736,021	Hayti .....	5,989,178	5,282,883	5,472,040
1,610,360	2,293,748	2,396,315	Santo Domingo .....	986,826	1,019,450	1,143,479
61,714,395	77,931,671	78,706,506	Cuba .....	11,929,605	17,953,570	24,157,698
3,164,110	3,248,007	4,008,623	Puerto Rico .....	2,112,334	2,856,003	2,510,607
5,976,544	5,343,798	5,239,095	Argentine Republic .....	2,718,075	2,927,488	4,973,696
3,734	.....	5,476	Bolivia .....	6,380	17,036	24,849
83,230,595	118,653,604	76,222,138	Brazil .....	14,049,273	14,291,873	12,388,124
3,448,290	3,487,159	3,905,441	Chili .....	3,133,991	3,544,707	2,980,831
4,765,354	4,116,886	3,572,918	Colombia .....	3,108,989	3,134,152	3,155,777
886,437	869,831	960,228	Ecuador .....	902,738	810,070	817,425
386,518	591,300	819,168	Peru .....	1,396,207	1,007,635	636,721
2,356,739	2,480,596	1,623,380	Uruguay .....	1,032,937	939,030	960,606
12,078,541	10,325,338	3,625,118	Venezuela .....	4,716,047	4,049,155	4,207,661
19,321,850	20,488,291	20,636,336	China .....	8,700,308	5,663,497	3,900,457
13,369,196	23,730,202	27,454,220	Japan .....	4,800,650	3,290,111	3,195,494
13,895,597	8,075,882	9,146,767	Hawaiian Islands .....	4,935,911	3,781,628	2,827,663
13,512	21,271	26,002	Liberia .....	54,956	36,513	26,302
27,766	188,977	75,376	All other countries in Asia .....	329,854	258,325	139,039
1,207,163	1,191,140	1,080,539	All other countries in Africa .....	547,255	521,124	412,597
50,686	92,378	59,509	All other islands and ports .....	142,642	62,400	70,356
844,916,196	827,402,462	866,400,922	Total .....	872,270,283	1,030,278,148	847,665,284

## CUBA.

No official statistics are published, and it is difficult to arrive at anything more than an approximation of the value of the trade of Cuba.

The reciprocity treaty with the United States has thrown the import trade almost exclusively into the hands of the United States dealers, although the shipping between Cuban ports and ports in the United States is largely under the British flag.

Sugar is the most valuable product of the island, the grinding season beginning generally in December and lasting until April.

Of the world's total production of cane sugar, which may be estimated in round figures at about 3,000,000 tons per annum, about one quarter is produced in Cuba; of this quantity there is reported as having been shipped to Canada during the year ending the 31st December, 1892, about 97,000 bags from Matanzas, of the value of about £20,000 from Cardenas, and about £170,000 from Sagua La Grande.

There was said to have been about 1,150,000 bags and about 7,000 hogsheads exported from Cuba to the United States during the year, and over 6,000 hogsheads of molasses.

Cuba has heretofore been an extensive producer of cigars, but since the date of the reciprocity treaty with the United States the number has greatly fallen off. The approximate total quantity exported, and the quantity exported to the United States in each of the past four years is shown in the following:—

Year.	Number.	Number to U. S.
1889.....	250,467,000	101,700,000
1890.....	211,823,000	95,100,000
1891.....	196,644,000	52,115,000
1892.....	166,712,000	54,500,000

There is, however, shown an increase in the quantity of Cuban tobacco exported during the same time, but not in proportion to the decrease in cigars. The number of bales exported being estimated as follows:—

Year.	Bales.
1889.....	178,000
1890.....	194,000
1891.....	205,000
1892.....	240,000

## Trade and Commerce.

### BRITISH HONDURAS.

VALUE of the Imports and Exports of Merchandise from and to Foreign Countries for the years 1890, 1891 and 1892.

IMPORTS.			COUNTRIES.	EXPORTS.		
1890.	1891.	1892.		1890.	1891.	1892.
\$	\$	\$		\$	\$	\$
855,221	763,249	682,174	Great Britain .....	1,108,246	1,052,725	795,811
667,921	743,654	793,620	United States .....	429,849	470,881	359,185
4,162	1,178	6,170	Colonies .....	3,627	1,038	.....
302,176	345,284	259,271	Other countries .....	324,377	385,286	406,239
1,829,480	1,853,365	1,741,235	..... Total .....	1,866,099	1,909,930	1,741,235

The principal articles of import are cotton goods, woollen goods, clothing, boots and shoes, lumber, bacon and hams, beef, cheese, flour, pork, malt liquors and whisky.

The chief articles of export are bananas, logwood, mahogany, sugar and tortoise shell.

The tonnage of vessels entered and cleared during the years 1890, 1891 and 1892 is as follows:—

NATIONALITIES.	ENTERED.		CLEARED.	
	Vessel.	Tonnage.	Vessel.	Tonnage.
1890—Total from all countries .....	508	182,206	490	181,861
1891—British .....	192	61,884	189	62,070
American .....	122	85,369	117	80,618
Norwegian .....	56	22,103	62	24,835
Honduranean .....	63	1,235	70	1,394
Swedish .....	10	3,744	8	2,964
German .....	5	1,868	3	1,104
Mexican .....	44	1,379	37	1,288
Danish .....	2	450	4	1,106
Nicaraguan .....	7	159	7	159
Holland .....	1	293	.....	.....
Italian .....	1	120	1	120
Spanish .....	.....	.....	1	11
Total .....	503	178,604	499	175,669
1892—British .....	163	47,113	164	45,400
American .....	121	69,302	118	68,515
Norwegian .....	48	18,520	48	18,091
Honduranean .....	88	1,810	87	1,749
All other .....	49	6,847	54	7,977
Total .....	469	143,592	471	141,732

## ARGENTINE REPUBLIC.

TOTAL value of the Imports and Exports of Merchandise from and to each country, for the years 1889, 1890 and 1891.

IMPORTS.			COUNTRIES.	EXPORTS.		
1889.	1890.	1891.		1889.	1890.	1891.
\$	\$	\$		\$	\$	\$
56,820,169	57,816,510	28,312,410	..... United Kingdom .....	14,931,394	19,299,095	16,978,212
30,237,407	19,875,877	7,925,296	..... France .....	38,264,414	26,683,318	24,142,260
15,477,754	12,301,472	6,206,572	..... Germany .....	17,120,472	11,566,441	11,621,898
13,958,247	10,986,710	6,374,868	..... Belgium .....	16,326,423	12,003,086	18,130,787
16,801,750	9,301,541	3,445,904	..... United States .....	7,726,691	6,066,958	4,214,502
10,188,189	8,663,027	4,205,841	..... Italy .....	3,930,134	3,194,802	3,324,103
4,565,470	4,302,284	1,567,984	..... Spain .....	3,332,115	2,083,817	1,295,535
2,601,017	3,354,566	1,497,434	..... Brazil .....	7,532,835	8,442,563	10,513,207
7,206,315	5,885,758	2,574,498	..... Uruguay .....	5,393,960	5,506,675	4,518,752
1,377,543	1,724,050	1,483,914	..... Paraguay .....	855,292	336,566	463,459
881,372	850,121	119,251	..... Netherlands .....	116,479	160,249	39,335
63,313	85,509	149,485	..... Bolivia .....	328,203	296,952	463,764
72,567	110,182	15,522	..... Portugal .....	189,581	456,701	17,119
19,509	51,114	15,804	..... Chili .....	2,504,727	2,188,951	2,374,343
242,395	174,360	3,441	..... Sweden and Norway .....		61,722	
910		13,034	..... Antilles .....	1,290,472	975,075	1,340,660
42,035		437	..... Austria .....		8,512	11,126
			..... Austrial Africa .....	27,537		
4,057,922	6,757,731	3,296,086	..... Other countries .....	2,954,328	1,487,510	3,949,938
164,613,884	142,240,812	67,237,781	..... Total .....	122,825,057	100,818,993	103,219,000

The imports from Canada, as shown in Argentine returns, total \$2,276,944 for the years 1883 to 1887, but no direct trade is shown since. Our own Trade and Navigation returns, however, show exports to Argentine in 1891 to the value of \$154,144; in 1892, \$169,921; and in 1893, \$386,616; all of which probably went *via* the United States and is therefore credited by Argentine to that country.

The cessation of direct trade between Canada and Argentine is largely due to the unsettled state of that republic in common with other South and Central American countries, which has so demoralized trade as to discourage any attempt at an extension or resumption of direct intercourse. The present indications are that political and financial matters will soon shape themselves in such a manner as to again warrant the hope of extended commercial relations with that country; indeed some inquiries with that object in view have already been made. There should be a good demand for Canadian lumber and manufactured goods, particularly agricultural implements; but at the same time it must be admitted that Argentine has become a strong competitor with Canada in the European markets for breadstuffs, meats and other provisions.

## Trade and Commerce.

### HAWAII.

The Hawaiian Islands or Sandwich Islands, as they were formerly called, comprise a group of which some seven or eight are inhabited. The total population under the census of 1890 was 89,900. Of this number, about 34,400 were natives, about 6,000 halfcastes, 15,300 Chinese, 12,400 were Japanese, a little less than 2,000 Americans, and between 1,300 and 1,400 British. Since that date there has been a considerable influx of Japanese, so the probability is that at the present time there are more Chinese and Japanese combined than native Hawaiians. The native population is gradually and with considerable rapidity decreasing. In 1832 the population of the islands is given as 130,315. These were almost exclusively natives. In 1840 it is given as 84,165, of which 82,200 was native; in 1860, 69,800, of which 66,500 was native; in 1866, 62,960 with 58,755 natives; in 1872, 56,987, of which 51,620 were natives and halfcastes.

The principal productions of the islands are sugar, rice, coffee, bananas, hides and tallow. The production of sugar has gradually and rapidly increased during the last 20 years. The quantity exported in 1891 was in round numbers 275,000,000 pounds. The production of rice fluctuates from year to year; in 1891 it was about 5,00,000 pounds, while the year before it was about double that quantity. The same with coffee; the export in 1891 was about 3,000 pounds, while in 1890 it was about 9,000 pounds. There is also some wool exported. In 1891, about 117,000 bunches of bananas were exported. The total value of domestic exports during that year was about \$10,107,000, as against less than \$2,000,000 in 1874. The imports in 1891 were \$7,500,000. It will thus be seen that the exports out-value the imports by 50 per cent. In consequence of the reciprocity treaty which exists between Hawaii and the United States, the bulk of the exports for some years past have been to the United States, but since sugar from all countries has been placed upon the free list in the United States, and is also free in Canada, there is no reason why a portion of the trade should not be diverted to this country, and in fact, since the inauguration of the direct line of steamers between Vancouver and Australia, touching at Honolulu, a considerable trade has already sprung up between the two countries, large quantities of fruit having been imported from Honolulu, and a good deal of lumber and manufactures thereof exported thereto. As regards the imports, the total in 1891 from the United States was in round numbers of the value of about \$5,200,000; of this less than \$1,000,000 were dutiable, while the imports from Great Britain and the British possessions amounted to little over \$1,500,000, of which, however, \$1,200,000 were dutiable.

## AUSTRALASIA.

The recent establishment of direct communication between Canada and Australia has brought that region prominently before the Canadian public. Perhaps under the circumstances a little more general information might be given in connection therewith than is usually given in reports of this kind.

Aside from the minor islands and dependencies, what is usually termed the Australian Colonies are seven in number, five of which, namely, New South Wales, Victoria, Queensland, West Australia and South Australia are on the Island of Australia proper, while Tasmania and New Zealand comprise the islands so named.

The total area of Australia proper may be set down as in the vicinity of 3,000,000 square miles, while the seven colonies comprise nearly 3,200,000 square miles. This is nearly equal to the area of Canada, which comprises about 3,500,000 square miles. The present population is about 3,250,000, as compared with that of Canada of about 5 000,000.

The existence of Australia seems to have been known to the Chinese in the days of Marco Polo, but to whom belongs the honour of discovery by Europeans is a matter of dispute. Nothing very definite appears to have been known of the existence of the country prior to the middle of the 16th century, while about the end of the first quarter of the 17th century various explorers appear to have touched upon its coast, and it is only about 100 years ago, or more strictly speaking early in 1788, that any attempt was made towards colonizing the region, the first colonists having been landed in that year at or near the present site of Sydney, the capital of New South Wales.

A region of such vast extent is of course greatly diversified as respects configuration, climate, &c., a portion of it being fairly within the Torrid Zone, while the southern part possesses a climate somewhat similar to the southern portion of Canada. The larger portion of the territory is subject to a summer temperature ranging from 70 to over 95 degrees Fahrenheit, and a winter temperature ranging from 50 to 70 degrees. During the month of July, which is coldest in those latitudes, one half of Australia is said to have a mean temperature ranging from 40 to 65, while the other half ranges from 65 to 80.

The annual rainfall has an equally wide range, from under 10 inches to over 70. About one half of the area has an annual rainfall of less than 25 inches; while the annual rainfall at Melbourne, the capital of Victoria, is 25 inches, that of Sydney, the capital of New South Wales is about 50.

Although gold was known to exist in Australia prior to 1851, it was not until that year that any extensive deposits had been found, or any mining excitement created outside of the colony. From that time the excitement rivalled that connected with the discovery of gold in California in 1848 or 1849, and caused a large influx of miners and others, and large quantities of the precious metal were produced. After the usual excitement incident to rich discoveries of the kind, mining settled down into a systematic occupation, and the production has been large from that day to this. Aside from the gold products in Australia, some of the richest silver mines in the world are to be found there, and immense quantities of that metal have been produced. Australia is also one of the chief sources from which tin is derived. Lead and copper are also extensively produced.

The one great industry of Australia is sheep raising, and wool is the one article exported from there, that is to say, it is more in value than all other exports combined. Sheep raising appears to have commenced in the early part of the present century on somewhat of a limited scale. The parties connected therewith saw the value of the country for that particular industry, and great pains were taken to introduce the best varieties of sheep then known. Up to about that time Spain seems to have had a monopoly of fine wool sheep, in fact they were jealously guarded there, but the King of Spain made a couple of donations, one to the King of Holland, and soon after one to King of Great Britain, of small bands of choice Merino sheep. A part of those given to



## Trade and Commerce.

the King of Holland were sent to the Cape of Good Hope, then a Dutch Colony. From there perhaps a half dozen were procured by a then resident of Australia, which formed the nucleus of the fine wool industry of that country; a few years subsequent the same gentleman succeeded in procuring a few of those that had been given to the King of England. From these combined small beginnings, has grown up the immense industry now existing. There can be little or no difference between the fine wool of Australia and that of South Africa, except in so far as climatic conditions may have caused slight changes. The staple appears to be much the same, in fact some manufacturers claim one to be better for a specific purpose than the other, while another manufacturer claims the other to be better for exactly the same purpose. The probability is that there is little if any real difference between them. The number of sheep in Australia in 1891 is given as in the vicinity of 105,000,000, and the value of the wool product thereof exported as in the vicinity of \$100,000,000.

Incidental to, or connected with the wool trade, has grown up that of canned and frozen meats, which has assumed large proportions and is apparently constantly on the increase.

Complete figures showing the aggregate trade of imports and exports of the Australasian Colonies have only been received up to the end of 1890. The imports and exports into and from each of the Colonies for that year are given as follows:—

	Imports.	Exports.	Total.
New South Wales.....	£ 22,615,004	£ 22,045,937	£ 44,660,941
Victoria.....	22,954,015	13,266,222	36,220,237
Queensland.....	5,066,700	8,554,512	13,621,212
South Australia.....	8,333,783	8,961,982	17,295,765
Western Australia.....	874,447	671,813	1,546,260
Tasmania.....	1,897,512	1,486,992	3,384,504
New Zealand.....	6,260,525	9,811,720	16,072,245
Total.....	£ 68,001,986 \$330,945,265	£ 64,799,178 \$315,358,159	£132,801,164 \$646,303,424

This however, includes intercolonial trade, or trade that might be compared with interprovincial trade in Canada. Excluding this, the total external trade for the year in question was as follows:—

	Imports.	Exports.	Total.
New South Wales.....	£ 11,633,283	£ 10,761,197	£ 22,394,480
Victoria.....	14,428,256	9,202,116	23,630,372
Queensland.....	2,502,008	2,449,658	4,951,666
South Australia.....	3,500,013	5,333,729	8,833,742
Western Australia.....	512,608	483,380	995,988
Tasmania.....	743,276	323,799	1,067,075
New Zealand.....	5,172,932	8,177,472	13,350,404
Total.....	£ 38,492,376 \$187,329,563	£ 36,731,351 \$178,759,242	£ 75,223,727 \$366,088,805

Returns from Victoria show the imports and exports of that colony for the year 1892 to have been—

Imports.....	£17,174,545		Exports.....	£14,214,546
	\$83,582,786			\$69,177,457

and those of New South Wales for 1891 to have been—

Imports.....	£ 25,383,397		Exports.....	£ 25,944,020
	\$123,532,532			\$126,260,894

Going back to the figures of 1890, it is found that the external trade with different countries was as follows :—

	Imports.	Exports.	Total.
British possessions .....	£ 31,166,798	£ 30,673,517	£ 61,840,315
France and New Caledonia .....	402,841	941,107	1,343,948
Germany .....	1,728,504	678,099	2,406,603
Belgium .....	281,497	1,752,785	2,034,282
Norway and Sweden .....	695,360		695,360
United States .....	2,656,354	2,073,147	4,729,501
Netherlands and Java .....	572,555	75,065	647,620
China .....	706,131	56,269	762,400
Other countries .....	282,336	481,362	763,698
Total .....	£ 38,492,376	£ 36,731,351	£ 75,223,727
	\$187,329,563	\$178,759,242	\$366,088,805

Some of the principal articles of imports were clothing, cottons, fish, fruits, condensed milk, ale and beer, spirits, lumber, manufactures of wool, furniture, agricultural machinery and tools, carriages, saddlery, metals and manufactures of metals, woolens and worsted, paper and manufactures of paper, musical instruments, &c., &c.; of exports, wool, canned and frozen meats, butter, fruits, wheat, gold, silver, copper, tin, lead, leather, skins, tallow, &c.

It will be noticed that the imports from and exports to the United Kingdom form a large percentage of the whole, and for the sake of comparison it may be well to state that the current rates of freight between Sydney, New South Wales, and London, has for a number of years past remained very steady, both for sailing and steam vessels, the average rates for the year 1891 having been for wool by sailing vessels,  $\frac{1}{2}$ d. per lb.; by steam,  $\frac{3}{8}$ d. per lb.; for tallow, 35s. 6d. by sail, and by steam, 38s. 9d.; for copra by sail, 41s. 3d., by steam, 40s.; hides by sail, 22s. 6d., by steam, 32s. 6d.; preserved meats about 21s. 3d. by either sail or steam; measurement goods, 40c. ft., by sail 30s., by steam 46s. 3d.

## Trade and Commerce.

### FIJI.

This colony becomes of interest to Canadians as being on the line of travel between Canada and Australia, steamers of the Canadian-Australian line calling there on both outward and inward voyages. It will also be a station on the Canadian-Australian Cable line. The colony comprises about 200 islands, of which about 80 are said to be inhabited. The largest one, Viti Levu, is about the size of Jamaica and more than twice the size of Trinidad, and contains about 4,100 square miles. The second in size contains about 2,400 square miles, or about three times the size of Mauritius, and over ten times that of Barbados. The aggregate area of the colony is about 7,450 square miles. The total population was estimated at the end of 1891 at 125,000, of which about 2,000 are Europeans, 109,000 native Fijians, and the balance made up of different nationalities. The islands are productive and the population progressive. The exports out-value the imports nearly two to one, and are made up principally of sugar, copra and green fruits, cocoanuts, desiccated cocoonut, peanuts &c. The total exports for the year ending December, 1891, were \$2,308,425; the total imports \$1,231,500, or a total trade of \$3,539,925. The principal portion of the trade is with the British possessions, the value of the exports to the British possessions having been for the year \$2,081,877, as against \$226,548 to all the other countries. The value of the imports from the British Possessions \$1,132,756 as against \$98,744. The principal items of imports are bacon, hams and other meats, breadstuffs, and biscuits, coals, drapery, rice, timber, hardware. It is anticipated that a considerable trade will be brought about between Canada and Fiji, Canada being able to supply many of the articles imported into that country, and being able to take in return articles grown there, principally fruits. It is estimated that during the year 1891 there was under cultivation sugar cane 12,829 acres, cocoanuts 20,666 acres, bananas 2,708 acres. The export of bananas alone during that year was about 785,000 bunches. The heaviest trade has heretofore been with New Zealand.

Since the foregoing was written a return of the imports and exports for the year ending 31st of December 1892, has come to hand, showing the total imports for the year to be \$1,232,561, and exports \$2,114,420, with a total trade of \$3,346,981. The total trade is a little less than in the previous year, but an explanation is given of this to effect that the value of South Sea Island produce for transshipment, and which is included in both imports and exports, was considerably less than in 1891, the actual domestic trade being slightly in advance of that of 1891.

## HONG KONG.

Hong Kong is a free port, and there are no statistics published showing in the ordinary manner the imports and exports of the colony. The only reports available are those of the harbour master and the annual report as published by the Colonial Office.

The harbour master's report for the year 1892 has not come to hand ; that for 1891 gives the figures of shipping inwards and outwards as below. The Colonial Office report for the year 1892 states that the total tonnage entered and cleared during that year amounted to 14,152,849 tons, which, it will be observed, is a slight increase over the tonnage of the previous year. Of the steamers which arrived during the year, 71 per cent were British, showing that British shipping holds its own against all rivals.

By reference to the returns of the Chinese Imperial Maritime Customs, it will be observed that the trade of Hong Kong with China for the year 1892 amounted to nearly 129,000,000 taels, showing an increase of over 2,500,000 over the previous year. The colony contains a total population of but about 231,000, of which 221,000 are Chinese, and about 2,000 Asiatics other than Chinese. It is obvious that the colony is in reality the door through which a large foreign trade enters China proper, and it is of great importance in this respect, the tonnage entered inwards and outwards being greater than any other port in the world of the same population.

VESSELS engaged in Foreign Trade entered inwards and outwards at ports in Hong Kong, during the year 1891.

	Inwards.	Outwards.
	Tons.	Tons.
American .....	75,040	72,177
Austrian .....	25,079	25,079
British .....	3,593,233	3,597,366
Chinese .....	364,547	368,473
Chinese junks .....	1,634,616	1,628,502
Danish .....	29,544	29,544
Dutch .....	31,429	31,429
French .....	141,288	143,288
German .....	726,726	720,234
Italian .....	17,283	18,782
Japanese .....	50,564	52,594
Norwegian .....	62,916	60,066
Russian .....	3,819	3,819
Spanish .....	17,169	17,167
Peruvian .....		398
	6,773,243	6,768,918

## Trade and Commerce.

### CHINA.

The area of China proper is about one-half that of Canada, but including its various dependencies it somewhat exceeds that of Canada. Its population is about 430,000,000. Estimates vary very much as to the actual population of China, but this is probably not an excessive estimate of the number of people now in China and its dependencies.

Many things have combined within the last few years to bring China more in touch with western nations, and the foreign trade, as will be seen from the figures herewith, has assumed very large proportions, is constantly on the increase, and must necessarily in the near future further increase to an enormous extent. Many articles of foreign production, which not many years since were comparatively unknown in China, have become articles not of luxury, but of necessity.

Although the direct trade between Canada and China is small as compared with that of other countries, yet it is increasing, and the figures, as shown in the Chinese official reports, can hardly be taken as an indication of the true state, for as an instance, at one of the treaty ports, referring to the importation of cotton goods which are credited to the United States, it is remarked that at least 10 per cent of these goods were of Canadian manufacture. Canada, with its direct line of steam communication, has now the opportunity of increasing its trade with China to an almost unlimited extent, whenever the necessities of that country become better known to manufacturers and dealers in this country. Again a large portion of the trade between Canada and China is carried on between Canada and Hong Kong direct, and the imports into China would therefore be credited to Hong Kong. Hong Kong, being a free port, publishes no statistics, and it is therefore impossible to ascertain what portion of the goods imported into it were really destined for China, or what portion of the exports from Hong Kong to Canada really originated in China.

The returns of the foreign trade of China have been received for the year ending 31st December, 1892, from which it would appear that it has increased slightly over the unprecedented high total of 1891, while the revenue collected shows a decrease of over 800,000 H. K. Tls., each division of receipts, with the exception of export duties contributing to the decline.

The fluctuating value of silver which is the medium of exchange throughout China, is no doubt largely the cause of the decline in trade with countries dealing upon a gold basis, and it also has had an effect upon the revenues collected.

There is shown a falling off in the value of cotton goods imported, as against the quantity imported the previous year, of nearly 600,000 tls., although the demand for staple goods has been well maintained. Gray, plain and white sheetings and T-cloths were imported in quantities slightly in excess of the year previous, while twills, jeans and sheetings show a falling off, English sheetings to the extent of over 200,000 pieces, and American fabrics to the extent of nearly 700,000 pieces, as compared with the importations of the previous year, while the decline in turkey red cottons exceed 400,000 pieces, which is accounted for from the fact that the year previous more than double the average yearly quantity was imported. The demand for English yarns declined, while the importation of Indian yarns increased to the extent of over 100,000 piculs. There is a large decline in the quantity of kerosene oil imported, American oil having fallen off over 7,000,000 gallons, and Russian oil to the extent of over 1,000,000 gallons. This, it is alleged, is caused by an over-stocked market, and not by any decrease in consumption.

The exports show an increase over the previous year, notwithstanding the two great staples, tea and silk, fell short of the quantity exported in 1891, although there was an increase in the value of white and yellow silk exported.

The export of raw cotton has considerably increased within the last few years, and has now reached 500,000 piculs, valued at over 5,000,000 Tls., the bulk of which has

gone to Japan to supply the cotton factories recently established in that country. The foreign trade in skins and rugs, principally sheep, goat and dog, is assuming large proportions, and appears to be rapidly increasing from year to year. There is also shown an increase in the exports of straw braid to the extent of nearly 10,000 piculs over the previous year.

The exportation of tea from China as shown by the returns, is gradually falling off, the total exported in 1888 having been.....2,167,552 piculs.

1889.....	1,877,331	“
1890.....	1,665,396	“
1891.....	1,750,034	“
1892.....	1,622,681	“

Of the quantity exported in 1892, 361,457 piculs went to Great Britain; 138,473 piculs to Hong Kong; 33,794 piculs to India; 8,202 piculs to the Straits Settlements; 119,821 piculs to Australia; 3,085 piculs to New Zealand; 12,382 piculs to South Africa and Mauritius; 8,722 piculs to British America; 307,933 to the United States; 117,255 piculs to Russia, by sea; 367,707 piculs to Russia and Siberia, and 50,855 piculs to Russia Manchuria.

The tonnage entered and cleared at Chinese ports shows a gradual increase from year to year. In 1883 the total was 17,589,914 tons; in 1888 it had risen to 22,307,859 tons; in 1889 to 23,517,884 tons; in 1890 to 24,876,459 tons; in 1891 to 27,710,788 tons; in 1892 to 29,440,575 tons. The tonnage entered and cleared in 1892 was, under the British flag, 19,316,815; under the Chinese, 6,561,190; under the German, 1,466,133; under the Japanese, 630,868; under the American, 61,328 tons respectively. It will be noticed that two-thirds of the total was under the British flag.

The customs revenue of China is made up of about equal amounts derived from import and export duties, the export duties being somewhat in excess of the imports, which, reduced to an *ad valorem* rate, are comparatively light; but there are in addition various charges, such as coast trade duties, tonnage dues, transit dues, likin and opium likin, and other dues, which combined yield about one-third of the total shown under the head of customs revenue.

The following tables which have been taken from figures given in the annual report are of interest. The values are given in the Haikawan tael, which during the year 1892 is calculated to have been of an average value of about \$1.07 Canadian currency.

## Trade and Commerce.

SHIPPING entered and cleared at the following Ports in Year ended 31st December, 1892.

	British.	German.	American.	French.	Japanese.	Chinese.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Canton, inwards..	1,383,186	101,481	436			134,808
outwards.....	1,383,825	101,481	436			138,078
Shanghai, inwards..	1,862,937	214,353	14,796	109,740	177,065	807,033
outwards.....	1,862,252	210,853	14,235	109,968	176,618	800,042
Hankow, inwards.....	467,517		415		840	195,929
outwards.....	467,517		582		840	238,960
Amoy, inwards.....	731,451	37,712	4,225		17,704	55,701
outwards.....	729,593	36,945	4,225		17,704	54,638
Tamsui, inwards.....	61,604	3,045				18,477
outwards.....	61,272	3,332				18,477
Chefoo, inwards.....	573,348	81,519	1,840		53,367	351,977
outwards.....	573,348	82,599	1,840		53,367	354,162
Foochow, inwards.....	241,543	8,787	2,563		9,125	31,697
outwards.....	241,775	8,787	2,565		9,125	31,917

IMPORTS of Foreign Goods and Exports of Native Products at and from Treaty Ports during the year ended 31st December, 1892.

Ports.	Imports of Foreign Goods.	Export of Native Products to Foreign Ports.
	H. K. Tls.	H. K. Tls.
Newchwang.....	5,166,304	1,172,813
Tientsin.....	17,862,805	26,549
Cheefoo.....	5,873,511	710,162
Ichang.....	607,238	
Hankow.....	11,905,648	2,006,794
Kingkiang.....	4,755,579	
Wuhu.....	3,933,092	5,706
Chinkiang.....	9,896,555	
Shanghai.....	15,017,485	23,831,501
Ningpo.....	6,694,707	11,526
Newchow.....	409,850	
Foochow.....	4,322,738	4,905,410
Tamsui.....	1,784,156	345,884
Tainan.....	1,208,907	751,785
Amoy.....	5,717,268	1,240,517
Swatow.....	8,346,907	1,639,659
Canton.....	12,411,395	16,313,105
Kowloon.....	13,463,368	17,290,632
Lappa.....	3,178,519	1,681,635
Kiungchow.....	861,749	412,789
Pakhoi.....	3,128,292	581,725
Lungchow.....	26,996	10,991
Mengtsz.....	887,606	735,490
	137,465,675	73,677,673

Total imports and exports 211,143,348 taels.

## SUMMARY of the Value of Imports at the following Ports from Foreign Countries.

From.	Shanghai.	Canton.	Foochow.	Amoy.	Tamsui.	Hankow.	Tientsin.	Pakhoi.	Chefoo.
	H. K. Tls.	H. K. Tls.	H. K. Tls.	H. K. Tls.	H. K. Tls.	H. K. Tls.	H. K. Tls.	H. K. Tls.	H. K. Tls.
Great Britain.....	28,278,104	12,494,853	2,942	97	5,538	219,275	309,481	3,128,334	54,695
Hong Kong.....	17,436,986	3,274,048	5,092,794	1,493,131	1,316,473	892,301	5,958	7,733	892,301
India.....	13,847,403	11,268	701,953	339	357,833	158,707	35,010	2,408	158,707
Straits Settlements.....	1,144,711	2	55,871	1,729	42,160	35,010	222,026	136,793	35,010
Australia.....	320,167	80,099	2,051	144,791	86,200	86,200			
British America.....	694,904	62,072	6,075,612	1,804,330	347,635	2,247,120			
Japan.....	5,834,659	3,432,482							
United States.....	5,834,574								
Other Countries.....	5,161,598								
Total.....	73,553,106	12,494,853	3,432,482	6,075,612	1,804,330	347,635	2,247,120	3,128,334	1,252,727

## SUMMARY of the value of Exports to Foreign Countries from the following Ports.

To	Shanghai.	Canton.	Foochow.	Amoy.	Hankow.	Pakhoi.	Chefoo.
Great Britain.....	1,301,073	16,313,105	1,781,567	2,516	624,890	581,725	437,946
Hong Kong.....	1,140,140	8,697	554,773	106,012			
India.....	326,703	21,207	8,697	421,681			
Straits Settlements.....	274,844	1,552,088	1,552,088				
Australia.....	1,670	4	4	1,223			
British America.....	3,940	528,434	528,434	187,458			89,735
Japan.....	5,182,479	456,640	456,640	461,627	1,381,904		182,481
United States.....	2,299,632						
Other countries.....	13,301,000						
Totals.....	23,831,501	16,313,105	4,905,410	1,240,517	2,006,794	581,725	710,162



## Trade and Commerce.

### COREA.

There is no direct trade between Canada and Corea, although under the provisions of the treaty entered into between Great Britain and that country, it is provided in article 5 that in each of the ports or places opened to foreign trade, British subjects shall be at full liberty to import from any foreign port, or from any Korean open port, to sell or to buy from any Korean subjects or others, and to export to any foreign or Korean open port, all kinds of merchandise not prohibited by the treaty, on paying the duties of the tariff annexed thereto. The protocol attached to the treaty declares that the provisions of the treaty shall apply to all British Colonies, unless an exception shall be notified by Her Majesty's Government to that of Corea within one year from the date of the ratification of the treaty.

The net value of the whole foreign trade of Corea, for the year 1892, is given as \$9,664,400. More than half of this is transacted with Japan, and nearly the whole of the balance with China. The total imports of foreign goods for the year is given as \$2,443,739. More than one-half of this consists of cotton piece goods, with about \$50,000 worth of woollen goods. The largest item noticed in the sundries is silk piece goods of the value of \$378,000, and kerosene oil of the value of about \$136,000, the bulk of which is American and apparently imported either through China or Japan. The principal items of export are beans and rice, which comprise rather more than one-half of the whole export trade.

## JAPAN.

The latest available information respecting the trade of Japan is derived from consular reports covering the year 1892.

The Japanese census for that year shows the population to have been 41,089,940.

The foreign trade each year since 1884 is as follows:—

	Imports.	Exports.	Total.
	\$	\$	\$
1884.....	29,199,051	29,059,864	58,258,915
1885.....	28,801,804	30,766,809	59,568,613
1886.....	27,145,376	38,931,674	66,077,050
1887.....	43,339,224	39,810,900	83,150,124
1888.....	54,484,076	49,037,536	103,521,612
1889.....	49,306,186	52,349,312	101,655,498
1890.....	64,633,684	46,624,234	111,257,918
1891.....	51,041,006	62,288,077	113,329,083
1892.....	51,887,242	63,964,887	115,852,129

It will be seen that the exports for the year 1892, exceeded the imports by \$12,077,645. It may be further noticed that the imports into Japan of foreign goods were considerably less than in 1890, and less again than in 1888. This is probably accounted for by reason of the seeming policy of the Japanese Government to foster importations of raw material, for the purpose of increasing their own manufactures, and the Japanese now manufacture goods that formerly formed a large part of their imports, namely, of cottons and irons, which have really decreased in the last few years. As regards cotton goods it appears from a report made for the six months ending June 30th, 1892, that there were 35 cotton factories in operation in that country running 324,800 spindles, using something over 48,000,000 pounds of raw cotton, and manufacturing something over 41,000,000 pounds of yarn. It appears that the imports of raw cotton in 1892 was eleven times what it was in 1887, thus showing the great impetus that has been given to the manufacture of cotton goods.

That that class of goods can be manufactured cheaper there than in this country or in Europe is apparent from the scale of wages paid to the operatives of the factories in question. The average wage paid to men was about 16½ cents per day, and to women a little over 8 cents per day.

The tea exported was a little less than the previous year, and amounted in value to \$5,280,333, of which 87 per cent was exported to the United States, and 11 per cent to British America, or 98 per cent of the whole came to America. Of the exports of silk handkerchiefs and silk piece goods amounting to \$5,810,800, (which was a considerable increase in the previous year), 57 per cent went to the United States, 30 per cent to France, and only about 3 per cent to England. The largest single item of export during the year was raw silk, which showed a slight increase over that of the year previous, and was to the amount of 12,270,867 pounds, of the value of about \$27,516,133.

The total tonnage employed in the trade of Japan appears to be now about equally divided between British and that of all other nations collectively. The total tonnage for the year 1892 was 3,633,961, of which 1,898,641 was British.

## Trade and Commerce.

### SIAM.

Although there is no direct trade between Canada and Siam, yet it is probable that there is an indirect trade through Hong Kong, and that a considerable portion of the rice imported into Canada comes originally from Siam. As attention has been drawn to this country during the past few months, owing to the difficulties with France, it may be interesting to note the total trade as reported by Her Majesty's Consul General at Bangkok. The value of imports and exports, reduced to Canadian currency, for the years 1891 and 1892 are as follows :—

#### IMPORTS.

Country.	1891.	1892.
	\$ cts.	\$ cts.
Singapore .....	4,724,789	4,244,035
Hong Kong .....	1,895,834	1,462,141
Europe and America .....	267,272	421,818
Coast .....	103,918	135,386
China .....	19,900	43,644
Total .....	7,011,713	6,307,024

#### EXPORTS.

Country.	1891.	1892.
	\$ cts.	\$ cts.
Singapore .....	4,045,188	3,633,682
Hong Kong .....	3,460,701	2,411,779
Europe and America .....	421,697	371,093
Coast .....	106,702	76,470
China .....	42,194	26,947
Other Countries .....	181,410	227,954
Total .....	8,257,892	6,747,925

From these figures it will be noticed that there has been a considerable falling off since 1891. The principal articles of import are cotton manufactures, hardware, and cutlery, kerosene oil, silk goods, sugar, jewellery, cotton yarn, crockery and glassware; and of exports, rice, which in 1891 amounted to 226,248 tons, and in 1892 to 198,022 tons; teak, pepper, salt fish, hides, cardamoms and tin, to which might be added 6½ tons of birds' nests, at the value of \$37,356.

The number of vessels and tonnage entered and cleared during the year 1892 are as follows :—

	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
British vessels .....	248	182,354	242	174,555
Siamese .....	1	656	2	1,312
German .....	16	16,128	15	14,690
French .....	13	2,561	12	2,364
Dutch .....	3	2,568	3	2,508
Swedish and Norwegian .....	4	1,779	4	1,957
Italian .....	3	1,199	3	1,199
Chinese .....	1	1,062	1	1,062
Sarawak .....	2	810	2	810
Spanish .....	1	688	1	688
Total .....	292	209,745	285	201,145

It may be interesting to note that Bangkok has about six miles of electric railway, an old tramway converted. It has also an electric light plant, but owing to some disputes it had not in July last been put in operation.

CIRCULAR No. 1.—*Re St. Pierre et Miquelon.*

DEPARTMENT OF TRADE AND COMMERCE, OTTAWA, 20th February, 1893.

For the information of Customs officers and others interested, I have, by order of the Honourable the Minister of Trade and Commerce, the honour to advise you of the issue under date of December 21st, 1892, of a decree of the President of the French Republic respecting the Customs tariff of St. Pierre and Miquelon, copy whereof is hereto appended.

It may be observed that the equivalent of the French kilogram is for all practical purposes  $2\frac{1}{8}$  pounds avoirdupois (actually 2,2046 pounds). The hectolitre is equal to 22 imperial gallons (actually 22,009). The intrinsic value of the franc is  $19\frac{3}{10}$  cents.

W. G. PARMELEE,  
*Deputy Minister.*

OFFICIAL JOURNAL, 26TH DECEMBER, 1892.

MARINE AND COLONIAL OFFICE.

The President of the French Republic,

On the report of the Minister of Marine and the Colonies ;

Considering the law of 11th January, 1892, relating to the establishment of the General Customs tariff ;

Considering the opinion expressed by the General Council of St. Pierre et Miquelon, in the sitting of the 9th May, 1892 ;

Considering the advice of the Minister of Commerce and Industry ;

The State Council being heard,

Decreases—

Art. 1. The exceptions to the General Customs tariff, in so far as foreign products imported into St. Pierre et Miquelon are concerned, are established conformably to the table annexed to this decree

## Trade and Commerce.

Art. 2. The taxes mentioned in the said table constitute a single tariff which is to replace the duties of the general tariff and of the minimum tariff.

Art. 3. The additional duties for warehouseing in bond, established by article 2 of the law of the 11th January, 1892, and the tables C and D annexed to the aforesaid law, are not collected in the colony of St. Pierre et Miquelon.

Art. 4. The Minister of Marine and the Colonies is charged with the enforcement of this decree.

Done at Paris, the 21st December, 1892.

By the President of the Republic :—

(Signed)

CARNOT.

*The Minister of Marine and the Colonies,*

(Signed)

BURDEAU.

TABLE annexed to the decree applying to St. Pierre et Miquelon the Metropolitan Customs Tariff.

<i>I. Live Stock.</i>	<i>VIII. Colonial Produce for Consumption</i>
<p>Oxen and cows exempted. Calves, exempted. Rams, ewes and sheep, exempted. Pigs, exempted. Fowls, exempted. Pigeons, exempted.</p> <p style="text-align: center;"><i>II. Products of Animals.</i></p> <p>Fresh meats, exempted. Game, killed, exempted. Salt pork, 3 frs. per 100 kilog. Corned beef and other salt meats, 5 frs. per 100 kilog. Lard, 3 frs. 65c. per 100 kilog. Eggs, exempted.</p> <p style="text-align: center;"><i>III. Fisheries.</i></p> <p>Fresh fish, exempted. Salt fish, other than cod, klipfish, stockfish and herring, exempted. Fresh oysters, exempted.</p> <p style="text-align: center;"><i>VI. Breadstuffs.</i></p> <p>Wheat flour, 35 centimes per 100 kilog. Oats, 50 centimes per 100 kilog. Indian corn, 50 centimes per 100 kilog. Indian corn meal, 15 centimes per 100 kilog. Rice, 15 centimes per 100 kilog. Potatoes, exempted.</p> <p style="text-align: center;"><i>VII. Fruits and Seeds.</i></p> <p>Fresh fruits, exempted.</p>	<p>Tea, 9 frs. per 100 kilog. Coffee, 7 frs. 30c. per 100 kilog. Molasses, 1 fr. 60c. per 100 kilog. Biscuits, 5 frs. 50c. per 100 kilog. Chocolate, not sweetened, 9 frs. per 100 kilog. Pepper, 7 frs. per 100 kilog. *Leaf tobacco, 50 frs. per 100 kilog. *Smoking and chewing tobacco, and snuff, 150 frs. per 100 kilog. Cigars and cigarettes, 250 frs. per 100 kilog.</p> <p style="text-align: center;"><i>XI. Wood.</i></p> <p>Firewood, exempted. Hoops and staves, exempted. Fence rails, exempted. Timber and lumber, all kinds, 15 centimes per 100 kilog.</p> <p style="text-align: center;"><i>XIV. Miscellaneous Products.</i></p> <p>Fresh vegetables, exempted. Hay, pressed, 30 centimes 100 kilog.</p> <p style="text-align: center;"><i>XV. Liquors.</i></p> <p>Alcohol, 31 frs. 60c. per hectolitre, at 89°. Brandy, 41 frs. 60c. per hectolitre, at 89°. Rum and tafia, 31 frs. 60c. per hectolitre, at 89°. Gin, 31 frs. 60c. per hectolitre, at 89°.</p> <p style="text-align: center;"><i>XVI. Marble, stone, earths and combustible minerals.</i></p> <p>Coal, exempted. Anthracite, 10 centimes per 100 kilog. Mineral oil and petroleum, 13 frs. 25c. per 100 kilog.</p>

\*NOTE.—Under a decree bearing date 16th December, 1893, the duty chargeable on leaf tobacco, smoking and chewing tobacco and snuff has been fixed at the rate of of 4.70 francs per hundred kilograms in lieu of the rates thereon as above.

TABLE annexed to the decree applying to St. Pierre et Miquelon, &c.—*Concluded.*

<p style="text-align: center;"><i>XVIII. Chemicals.</i></p> <p>Salt, free.</p> <p style="text-align: center;"><i>XXIV. Yarns.</i></p> <p>Cotton threads, 8 frs. per 100 kilog.</p> <p style="text-align: center;"><i>XXV. Textile fabrics.</i></p> <p>Sail cloth, cotton, 11 frs. per 100 kilog. Unbleached cotton in the piece, single or twilled, 11 frs. per 100 kilog.</p>	<p style="text-align: center;"><i>XXIX. Arms, powder and ammunition.</i></p> <p>Gunpowder, 12 frs. 50c. per 100 kilog.</p> <p style="text-align: center;"><i>XXX. Manufactured wood.</i></p> <p>Lumber, planed, tongued and grooved, 20 centimes per 100 kilog.</p> <p style="text-align: center;"><i>XXXIV. Articles of diverse materials.</i></p> <p>Schooners, exempted. Dories, 25 frs. per unit.</p>
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The above to be annexed to the decree of the 21st December, 1892.  
The Minister of Marine and Colonies.

(Signed)

BURDEAU.

CIRCULAR NO. 2.—*Re Treaty with Muskat.*

DEPARTMENT OF TRADE AND COMMERCE,  
OTTAWA, 20th February, 1893.

For the information of those interested I have, by order of the Honourable the Minister of Trade and Commerce, the honour to append hereto a copy of a Treaty of Friendship, Commerce and Navigation between Great Britain and Muskat, signed at Muskat, March 19th, 1891, the ratifications of which were exchanged February 20th, 1892.

It will be observed that Article XXI. provides that the Treaty shall be made applicable to the Dominion of Canada if notice be given to that effect by Her Majesty's Representative in Muskat to His Highness the Sultan within two years from the date of exchange of the ratifications.

A Report of a Committee of the Honourable the Privy Council was approved by His Excellency the Governor General on the 6th instant to the effect that in order that the requisite notice to His Highness the Sultan of Muskat might be given within the time stipulated, the Right Honourable the Secretary of State for the Colonies be advised that there are no objections to Canada coming within the operations of the Treaty.

W. G. PARMELEE,  
*Deputy Minister*

TREATY OF FRIENDSHIP, COMMERCE AND NAVIGATION BETWEEN GREAT BRITAIN AND  
MUSKAT, SIGNED AT MUSKAT, MARCH 19TH, 1891.

*Ratifications exchanged at Muskat, February 20th, 1892.*

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Empress of India, and His Highness the Seyyid Feysal-bin-Turki-bin-Saeed, Sultan of Muskat and Oman, being desirous to confirm and strengthen the friendly relations which now subsist between the two countries, and to promote and extend their commercial

## Trade and Commerce.

relations, have named as their Plenipotentiaries to conclude a Treaty for this purpose, that is to say :—

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Empress of India, Colonel Edward Charles Ross, Companion of the Star of India, Her Britannic Majesty's Political Resident in the Persian Gulf ;

And His Highness the Sultan of Muskat, in person ;

Who have agreed upon and concluded the following Articles :—

### ARTICLE I.

The Treaty concluded between the British Government and Sultan Seyyid Saeed-bin-Sultan of Muskat and Oman, on the 31st May, 1839 (17 Rabia 1st, 1255), is hereby cancelled and declared void, and the present Treaty, when ratified, shall be substituted for it.

### ARTICLE II.

Subjects of Her Britannic Majesty shall, for the purposes of this Treaty, include subjects of native States in India in alliance with Her Majesty. Such subjects shall enjoy, immediately and unconditionally, throughout the dominions of His Highness the Sultan of Muskat, with respect to commerce, shipping, and the exercise of trade, as in every other respect, all the rights, privileges, immunities, advantages, and protection of whatsoever nature, which are, or hereafter may be, enjoyed by, or accorded to, the subjects or citizens of the most favoured nation.

They shall more especially not be liable to other or more onerous duties, imposts, restrictions or obligations of whatever description, than those to which subjects or citizens of the most favoured nation now are, or hereafter may be, subjected.

### ARTICLE III.

The two High Contracting Parties acknowledge reciprocally to each other the right of appointing Consuls to reside in each other's dominions wherever the interests of commerce may require the presence of such officers ; and such Consuls shall at all times be placed in the country in which they reside, on the footing of the Consuls of the most favoured nations. Each of the High Contracting Parties further agree to permit his own subjects to be appointed to Consular offices by the other Contracting Party, provided always that the persons so appointed shall not begin to act without the previous approbation of the Sovereign whose subjects they may be. The public functionaries of either Government residing in the dominions of the other, shall enjoy the same privileges, immunities, and exemptions which are enjoyed within the same dominions by similar public functionaries of other countries.

### ARTICLE IV.

There shall be perfect freedom of commerce and navigation between the High Contracting Parties ; each shall allow the subjects of the other to enter all ports, creeks, and rivers with their vessels and cargoes, also to travel, reside, pursue commerce and trade, whether wholesale or retail, in each other's dominions, and therein to hire, purchase and possess houses, warehouses, shops, stores, and lands. British subjects shall everywhere be freely permitted, whether personally or by agent, to bargain for, buy, barter, and sell all kinds of goods, articles of import, or native production, whether intended for sale within the dominions of His Highness or for export, and to arrange with the owner or his agent regarding the price of all such goods and produce without interference of any sort on the part of the authorities of His Highness.

His Highness the Sultan of Muskat binds himself not to allow or recognize the establishment of any kind of monopoly or exclusive privilege of trade within his dominions to any Government, association, or individual.

## ARTICLE V.

Subjects of Her Britannic Majesty shall be permitted, throughout the dominions of His Highness the Sultan, to acquire by gift, purchase, intestate succession, or under will, or any other legal manner, land, houses, and property of every description, whether movable or immovable, to possess the same, and freely to dispose thereof by sale, donation or otherwise.

## ARTICLE VI.

His Highness the Sultan shall be permitted to levy a duty of entry not exceeding 5 per cent on the value of all goods and merchandise, of whatever description, imported by sea from foreign countries into His Highness's dominions. This duty shall be paid at that port in His Highness's dominions where the goods are first landed, and, on payment thereof, such goods shall thereafter be exempt, within the Sultan's dominions, from all other customs duties or taxes, levied by, or on behalf of the Government of His Highness the Sultan, by whatever names these may be designated, and no higher import duty shall be claimed from British subjects than that which is paid by subjects or citizens of the most favoured nation.

This duty, once paid, shall cover from all other charges on the part of His Highness the Sultan, goods of whatever description coming from foreign countries by sea, whether these are intended for local consumption or for transmission elsewhere in bulk or otherwise, and whether they remain in the state in which they are imported or have been manufactured.

There shall, however, be exempted from payment of all duty the following, namely :—

1. All goods and merchandise which, being destined for a foreign port, are transhipped from one vessel to another in any of the ports of His Highness the Sultan of Muskat, or which have been for this purpose provisionally landed and deposited in any of the Sultan's custom-houses to await the arrival of a vessel in which to be re-shipped aboard. But goods and merchandise so landed shall be exempted only, provided that the consignee or his agent shall have on the arrival of the ship, handed over the said goods to be kept under Customs seal, and declared them as landed for transhipment, designating at the same time the foreign port of destination, and also provided that the said goods are actually shipped for the said foreign port as originally declared, within a period not exceeding six months after their first landing, and without having, in the interval changed owners.

2. All goods and merchandise which, not being consigned to a port within the dominions of the Sultan, have been inadvertently landed, provided that such goods are reshipped within a month of being so landed and transported abroad. Should, however, such goods or merchandise, here spoken of, be opened or removed from the custody of the Customs authorities, the full duty shall then be payable on the same.

3. Coals, naval provisions, stores and fittings, the property of Her Majesty's Government, landed in the dominions of His Highness for the use of the ships of Her Majesty's navy.

4. All goods and merchandise transhipped or landed for the repair of damage caused by stress of weather or other disaster at sea, provided the cargo so discharged shall be reshipped and taken away on board of the same vessel, or if the latter shall have been condemned, or her departure delayed, in any other manner.

## ARTICLE VII.

No article whatever shall be prohibited from being imported into or exported from the territories of His Highness the Sultan of Muskat, and no export duties are to be levied on goods exported from those territories except with the consent of the Government of Her Britannic Majesty, such consent being subject to the conditions that may be laid down in the notifications intimating the same.



# Trade and Commerce.

## ARTICLE VIII.

It is agreed and understood by the High Contracting Parties that, in the event of an arrangement being entered into hereafter between His Highness and the Powers having Treaty relations with Muskat, and to which Great Britain shall be a consenting party, whereby vessels entering the port of Muskat shall be charged with shipping, tonnage, or harbour dues, such dues to be administered under the control of a special board for the improvement of the harbour and construction and maintenance of light-houses, &c., nothing in the aforementioned provisions shall be construed so as to exempt British vessels from payment of such shipping, harbour or tonnage dues as may hereafter be agreed upon.

## ARTICLE IX.

It shall be at the option of the British subject in each case to pay the percentage duties stipulated in Article VI., either in cash, or, if the nature of the goods allows of it, in kind, by giving up an equivalent amount of the goods or produce.

In the event of payment being made in cash, the value of the merchandise, goods, or produce on which duty is to be levied, shall be fixed according to the ready-money market price ruling at the time when the duty is levied. In the case of foreign imports, the value shall be fixed according to the market price at Muskat, and in that of native goods and produce by the market price at the place where the merchant shall choose to pay the duty.

In the event of any dispute arising between a British subject and the Custom-house authorities regarding the value of such goods, this shall be determined by a reference to two experts, each party nominating one, and the value so ascertained shall be decisive. Should, however, these experts not be able to agree, they shall choose an umpire, whose decision is to be considered final.

## ARTICLE X.

His Highness the Sultan of Muskat engages by the present Treaty to provide and give orders to his officials that the movement of goods in transit shall not be obstructed or delayed in a vexatious manner by unnecessary Custom formalities and regulations, and that every facility will be given for their transport.

## ARTICLE XI.

British vessels entering a port in the dominions of His Highness the Sultan of Muskat, in distress, shall receive from the local authorities all necessary aid to enable them to revictual and refit so as to proceed on their voyage.

Should a British vessel be wrecked off the coast of His Highness's dominions the authorities of His Highness shall render all assistance in their power to the distressed vessel, in order to save the ship, her cargo, and those on board; they shall also give aid and protection to persons saved, and shall assist them in reaching the nearest British Consulate; they shall further take every possible care that the goods so recovered are safely stored, and kept for the purpose of being handed over to the owner, captain, agent of the ship, or British Consul, subject always to rights of salvage.

His Highness's authorities shall further see that the British Consulate is at once informed of such disaster having occurred.

Should a British vessel wrecked on the coast of His Highness's dominions, be plundered, the authorities of His Highness shall, as soon as they come to know thereof, render prompt assistance and take measures to pursue and punish the robbers, and recover the stolen property. Likewise, should a vessel of His Highness the Sultan of Muskat, or of one of his subjects, enter a British port in distress, or be wrecked off the coast of Her Majesty's dominions, the like help and assistance shall be rendered by the British authorities.

## ARTICLE XII.

Should sailors or others belonging to a British ship of war or merchant vessel, desert and take refuge on board of any of His Highness's ships, the authorities of His Highness the Sultan of Muskat shall, upon the request of a Consular official, or, in his absence, of the captain of the ship, take the necessary steps in order to have them arrested and delivered over to the Consular official or to the captain.

In this, however, the Consular officer and captain shall render every assistance.

## ARTICLE XIII.

Subjects of Her Britannic Majesty shall, as regards their person and property, enjoy within the dominions of His Highness the Sultan of Muskat the rights of extraterritoriality.

The authorities of His Highness the Sultan have no right to interfere in disputes with subjects of Her Britannic Majesty amongst themselves, or between them and members of other Christian nations; such questions, whether of a civil or criminal nature, shall be decided by the competent Consular authorities. The trial and also the punishment of all offences and crimes of which British subjects may be accused within the dominions of His Highness the Sultan, also the hearing and settlement of civil questions, claims, or disputes in which they are the defendants, is expressly reserved to the British Consular authorities and Courts, and removed from the jurisdiction of His Highness the Sultan.

Should disputes arise between subjects of His Highness the Sultan or other non-Christian Power, not represented by Consuls at Muskat, and a subject of Her Britannic Majesty, in which the British subject is the plaintiff or complainant, the matter shall be brought before and decided by the highest authority of the Sultan, or some person specially delegated by him for this purpose. The proceedings and final decision in such a case shall not, however, be considered legal unless notice has been given and an opportunity afforded for the British Consul or his substitute to attend at the hearing and final decision.

## ARTICLE XIV.

Subjects of His Highness the Sultan, or any non-Christian nation, not represented by Consuls at Muskat, who are in the regular service of British subjects within the dominions of His Highness the Sultan of Muskat, shall enjoy the same protection as British subjects themselves.

Should they be charged with having committed a crime or serious offence punishable by law, they shall, on sufficient evidence being shown to justify further proceedings, be handed over by British employers, or by order of the British Consul, to the authorities of His Highness the Sultan for trial and punishment.

## ARTICLE XV.

Should a subject of Her Majesty residing in the dominions of His Highness the Sultan of Muskat be adjudicated bankrupt, the British Consul shall take possession of, recover, and realize all available property and assets of such bankrupt, to be dealt with and distributed according to the provisions of English Bankruptcy Law.

## ARTICLE XVI.

Should a subject of His Highness the Sultan of Muskat resist or evade payment of the just and rightful claims of a British subject, the authorities of His Highness the Sultan shall afford to the British creditor every aid and facility in recovering the amount due to him. In like manner the British Consul shall afford every aid and facility to subjects of His Highness the Sultan of Muskat, in recovering debts justly due to them from a British subject.

## Trade and Commerce.

### ARTICLE XVII.

Should a British subject die within the dominions of His Highness the Sultan of Muskat or dying elsewhere leave property therein, movable or immovable, the British Consul shall be authorized to collect, realize, and take possession of the estate of the deceased, to be disposed of according to the provisions of English law.

### ARTICLE XVIII.

The houses, dwellings, warehouses, and other premises of British subjects, or of persons actually in their regular service within the dominions of His Highness the Sultan of Muskat, shall not be entered, or searched under any pretext, by the officials of His Highness without the consent of the occupier, unless with the cognizance and assistance of the British Consul or his substitute.

### ARTICLE XIX.

It is hereby agreed between the two High Contracting Parties that, in the event of an agreement being hereafter arrived at between His Highness the Sultan of Muskat and the various Powers with which his Highness shall be in Treaty relations, including Great Britain, which must be a consenting party, whereby the residents of a district or town shall, without distinction of nationality, be made subject to the payment of local taxes, for municipal and sanitary purposes, the same to be fixed and administered by or under the control of a special Board, nothing contained in this Treaty shall be understood so as to exempt British residents from the payment of such taxes.

### ARTICLE XX.

Subjects of the two High Contracting Parties, shall, within the dominions of each other, enjoy freedom of conscience and religious toleration, the free and public exercise of all forms of religion, and the right to build edifices for religious worship.

### ARTICLE XXI.

The stipulations of the present Treaty shall be applicable to all the colonies and foreign possessions of Her Britannic Majesty so far as the laws permit, excepting to those hereinafter named, that is to say, except to—

The Dominion of Canada.	Queensland.
Newfoundland.	Tasmania.
The Cape of Good Hope.	South Australia.
Natal.	Western Australia.
New South Wales.	New Zealand.
Victoria.	

Provided always that the stipulations of the present Treaty shall be made applicable to any of the above named colonies or foreign possessions, on whose behalf notice to that effect shall have been given by Her Britannic Majesty's Representative in Muskat to His Highness the Sultan within two years from the date of exchange of the ratification of the present Treaty.

### ARTICLE XXII.

The present Treaty has been executed in quadruplicate, two copies being written in English and two in Arabic. These are understood to be of similar import and signification; in the event, however, of doubt hereafter arising as to the proper interpretation of the English or Arabic text of one or other of the Treaty stipulations, the English text shall be considered decisive. The Treaty shall come into operation within one month after the date when the ratification may take place.

## ARTICLE XXIII.

After the lapse of twelve years from the date on which this Treaty shall come into force, and on twelve months' notice given by either party, this Treaty shall be subject to revision by Plenipotentiaries appointed on both sides for this purpose, who shall be empowered to decide on and adopt such amendments as experience shall prove to be desirable.

In witness whereof Colonel Edward Charles Ross, C.S.I., on behalf of Her Majesty the Queen of Great Britain and Ireland, and Empress of India, and His Highness Seyyid Feysal-bin-Turki, Sultan of Muskat, on his own behalf, have signed the same and affixed thereto their respective seals.

Done at Muskat, this 19th day of March, 1891, corresponding to the 8th Shaaban of the year 1308 Hijreea.

(Signed) EDWARD CHARLES ROSS, *Colonel,*  
*Political Resident in the Persian Gulf.*

*Signature in Arabic of His Highness the Sultan of Muskat.*

*Protocol.*

The undersigned, in proceeding to the exchange of ratifications of the Treaty signed at Muskat on the 19 March, 1891, between Her Majesty the Queen of Great Britain and Ireland, Empress of India, and His Highness Seyyid Feysal-bin-Turki, Sultan of Muskat, have agreed to the present Protocol, which shall have the same force and validity as if it had been inserted in the body of the Treaty itself.

It is agreed that under Article XXIII. of the said Treaty either of the High Contracting Parties shall be at liberty, after the expiration of twelve years from the date on which the Treaty has come into force, to terminate the said Treaty at any time on giving twelve months' notice.

In witness whereof the undersigned, duly authorized for the purpose, have signed the present Protocol, in quadruplicate, and have affixed thereto their seals.

Done at Muskat on the 20th day of February, 1892.

(Signed) A. C. TALBOT, *Lieutenant-Colonel.*  
*Political Resident, Persian Gulf.*

(L.S.) *Signature in Arabic of His Highness the Sultan of Muskat.*

CIRCULAR NO. 5.—*Re Convention with Roumania.*

DEPARTMENT OF TRADE AND COMMERCE, OTTAWA, May 10th, 1893.

By order of the Honourable the Minister of Trade and Commerce, I have the honour to append hereto for the information of those interested, a copy of a Commercial Convention between Great Britain and Roumania, signed at Bucharest, August 13th, 1892, the ratifications of which were exchanged on the 31st January last.

Article IV. provides that the Convention may be made applicable, as far as the laws will permit, to the Dominion of Canada, provided that notice to that effect shall have been given by Her Britannic Majesty's Representative to the Roumanian Minister of Foreign Affairs within two years from the date of the signature of the Convention.

I have to add that, upon a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General on the 8th instant, the Right Honourable the Secretary of State for the Colonies has been advised that it is not considered expedient that Canada should take advantage of the provisions of Article IV. above referred to.

W. G. PARMELEE,  
*Deputy Minister.*

## Trade and Commerce.

COMMERCIAL CONVENTION BETWEEN GREAT BRITAIN AND ROUMANIA, SIGNED AT  
BUCHAREST, 13TH AUGUST, 1892.

*(Ratifications exchanged at Bucharest, January 31st, 1893.)*

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland Empress of India, and His Majesty the King of Roumania, being mutually desirous of consolidating their ties of friendship and of developing the commercial relations between the two States, have, with this object, determined to conclude a Convention, and have named as their respective Plenipotentiaries, that is to say :

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Empress of India, Arthur George Vansittart, Esq., &c., &c., Her Britannic Majesty's Chargé d'Affaires at Bucharest ;

His Majesty the King of Roumania, M. Lascar Catargi, Grand Cross of His Order of the Star of Roumania, &c., &c., President of His Council, Minister Secretary of State for the Department of the Interior, and Acting Minister for Foreign Affairs.

Who after having communicated to each other their full power, found in good and due form, have agreed upon the following articles :—

### ARTICLE I.

The subjects, vessels, and goods, produce of the soil and industry of each of the two High Contracting Parties, shall enjoy, in the dominions of the other, all privileges, immunities, or advantages granted to the most favoured nation.

It is, however, understood that the foregoing stipulation does not in any way affect the special laws, ordinances, and regulations with regard to trade, industry, police, and public security, in force in each of the two countries, and applicable to all foreigners in general.

### ARTICLE II.

All articles, produce of the soil or industry of Great Britain and Ireland, which shall be imported into Roumania, and all articles, produce of the soil or industry of Roumania, which shall be imported into Great Britain and Ireland, whether destined for consumption, warehousing, re-exportation, or transit, shall be subjected, as long as this Convention holds good, to the same treatment, and especially, shall be liable to no higher or other duties than the produce or goods of the most favoured nation.

No higher or other duties shall be levied in Great Britain and Ireland on the exportation of goods to Roumania or in Roumania on the exportation of goods to Great Britain and Ireland, than may be levied on the exportation of the like goods to the country the most favoured in this respect.

Each of the high contracting parties undertakes that the other shall enjoy immediately every favour, privilege, or reduction of duties which have been already granted, or may be granted hereafter, under the above-named conditions, by similar Treaties to a third Power.

Goods of all kinds coming from, or proceeding to, the territory of one of the High Contracting Parties shall be exempted, in the territory of the other, from all transit dues. Most favoured-nation treatment is mutually guaranteed to each of the Contracting Parties, in all that concerns transit.

### ARTICLE III.

The subjects of each of the two High Contracting Parties shall be exempted, in the territory of the other, from all military service and from all extraordinary requisitions which may be established on account of exceptional circumstances.

The liabilities, however, arising out of the possession of landed property, and military loans and requisitions to which all the subjects of the State may be called upon to contribute as proprietors, farmers or tenants of real property shall be excepted.

## ARTICLE IV.

The present Convention shall be applicable, as far as the laws permit, to all the Colonies and foreign possessions of Her Britannic Majesty, excepting to those hereinafter named, that is to say, except to:—

India.	Western Australia.
The Dominion of Canada.	Queensland.
Newfoundland.	Tasmania.
New South Wales.	New Zealand.
Victoria.	The Cape of Good Hope.
South Australia.	Natal.

Provided always that the present Convention shall be made applicable to any of the above-named Colonies or foreign possessions on whose behalf notice to that effect will have been given by Her Britannic Majesty's Representative to the Roumanian Minister for Foreign Affairs within two years from the date of the signature of the present Convention.

## ARTICLE V.

The Two High Contracting Parties reserve to themselves reciprocally the right of denouncing at any time the present Convention by giving a year's notice.

## ARTICLE VI.

The present Convention shall be ratified, and the ratifications shall be exchanged at Bucharest as soon as possible, as soon as the formalities required by the Constitutional Laws of the two High Contracting Parties have been fulfilled.

In witness whereof the respective Plenipotentiaries have signed the present Convention, and have affixed thereto their seals.

Done in duplicate at Bucharest, the thirteenth (first) day of August, of the year one thousand eight hundred and ninety-two.

(Sgd.)      ARTHUR GEORGE VANSITTART.  
 “            L. CATARGI.

CIRCULAR NO. 7.—Re *Spanish Treatment of Salt Fish*.

DEPARTMENT OF TRADE AND COMMERCE, OTTAWA, May 22nd, 1893.

By desire of the Honourable the Minister of Trade and Commerce, I have the honour to append hereto for the information of those interested, a copy, as transmitted by the Colonial Office under date of the 27th April last, of a translation of a circular issued by the central Customs authorities in Madrid relative to the treatment of codfish imported dried and salted and packed in cases.

W. G. PARMELEE,  
*Deputy Minister.*

## Trade and Commerce.

Copy.—Circular. (Translation.)

OFFICE OF THE GENERAL MANAGEMENT, CUSTOMS.

In view of representations made by certain Norwegian house exporters of codfish, petitioning that this article should be assessed at net weight when imported packed in cases. Seeing that No. 21 of Art. 2 of the 5th regulation of the Customs tariff in force, provides for the assessment of gross weight of meat, fish and entrails when they arrive in pickle, and that this cannot apply to codfish which is imported only dried and salted; and seeing that by the order formulated on the 16th February last by the governing tribunal of this Ministry and published in the *Official Gazette*, it has been ruled that codfish when not in pickle shall pay by net weight, this office has decided to communicate to you that in accordance with the above mentioned regulation 5 of the tariff codfish imported in cases shall pay by net weight which I communicate for your information and convenience.

(Signed) DIOS.

CIRCULAR No. 8.—*Convention with Ecuador re Trade-marks.*

DEPARTMENT OF TRADE AND COMMERCE, OTTAWA, June 15th, 1893

By order of the Honourable the Minister of Trade and Commerce, I have the honour to append hereto for the information of those interested, a copy of a Convention between Great Britain and Ecuador, relative to Trade-marks, the ratifications of which were exchanged at Quito on the 3rd February last.

Article II. provides that the stipulations of the Convention shall be made applicable to the Dominion of Canada provided that notice to that effect shall have been given by Her Britannic Majesty's Representative to the President of Ecuador within one year from the date of the exchange of the ratifications.

Upon a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General on the 12th instant, to the effect that the Government of the Dominion of Canada deems it advisable to take advantage of the provisions of Article II., the Right Honourable the Secretary of State for the Colonies has been so advised in order that the requisite notice may be given within the time specified.

W. G. PARMELEE,  
*Deputy Minister.*

CONVENTION BETWEEN GREAT BRITAIN AND ECUADOR RELATIVE TO TRADE MARKS,  
SIGNED AT QUITO, AUGUST 26TH, 1892.

(*Ratifications exchanged at Quito, February 3rd, 1893.*)

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Empress of India, and His Excellency the President of Ecuador, desiring to conclude a Convention for the reciprocal protection of Trade-marks and Designs, have appointed as their Plenipotentiaries, that is to say:—

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Empress of India, William Henry Doveton Haggard, Esq., Her Britannic Majesty's Minister, Resident and Consul-General at Quito, &c., &c.; and

His Excellency the President of Ecuador, Senor Don Pedro José Cevallos, his Minister Secretary of State for Foreign Affairs, &c., &c.;

Who, having communicated to each other their full powers, found in good and due form, have agreed upon the following Articles:—

## ARTICLE I.

The subjects of each of the Contracting Parties shall have in the dominions and possessions of the other the same rights as are now granted, or may hereafter be granted, to native subjects or to subjects of the most favoured nation in all that relates to Trade-Marks, Industrial Designs and Patterns.

In order that such rights may be obtained, the formalities required by the laws of the respective countries must be fulfilled.

## ARTICLE II.

The stipulations of the present Convention shall be applicable to all the Colonies and Foreign Possessions of Her Britannic Majesty, excepting to those hereinafter named that is to say, except to—

India.	Victoria.
The Dominion of Canada.	Queensland.
Newfoundland.	Tasmania.
The Cape of Good Hope.	South Australia.
Natal.	Western Australia.
New South Wales.	New Zealand.

Provided always that the stipulations of the present Convention shall be made applicable to any of the above-mentioned Colonies or Foreign Possessions on whose behalf notice to that effect shall have been given by Her Britannic Majesty's Representative to the President of Ecuador within one year from the date of the exchange of ratifications of the present Convention.

## ARTICLE III.

The present Convention shall be ratified, and the ratifications shall be exchanged at Quito as soon as possible.

It shall come into operation one month after the exchange of ratifications, and shall remain in force until the expiration of one year from the day on which either Party may give notice of its intention to terminate it.

In witness whereof, the undersigned have signed the same, and have affixed thereto the seal of their arms.

Done in duplicate at Quito, the twenty-sixth day of August, one thousand eight hundred and ninety-two.

(Signed)

(L.S.)

W. H. D. HAGGARD.

“

PEDRO JOSÉ CEVALLOS.

CIRCULAR, SPECIAL A.—Re *Wood Pulp*.

DEPARTMENT OF TRADE AND COMMERCE, OTTAWA, July 6th, 1893.

I am directed by the Honourable the Minister of Trade and Commerce to call your attention to information that has reached this department through the High Commissioner in London, having reference to the demand for, and importation of wood pulp into Great Britain, which would seem to indicate that with the resources at the command of Canadian manufacturers of the article an extensive trade could be worked up with the consumers in that country.



## Trade and Commerce.

The information may be summarized as follows :—

Most of the pulp imported into Great Britain is from Germany and Scandinavia.

The best sulphite pulps are made in Germany, though large quantities are also made in Scandinavia and Austria, those from the latter country being very good.

The products of the best known works in Germany bring high prices, samples from some of them are marked as being worth in Liverpool £11 5s. 0d., £12 5s. 0d., £12 10s. 0d., £12 15s. 0d., £13 5s. 0d., £13 10s. 0d., and £16, less 2½ per cent per ton.

Samples of sulphite pulp from Norway are marked £12, £12 5s. 0d., £12 10s. 0d., and £13 5s. 0d.; of Scandinavian pulp £12 5s. 0d., £12 10s. 0d. and £13 5s. 0d.; of Austrian £12 10s. 0d., and £13 10s. 0d. These samples can be seen at this office by any one interested in the trade.

In Norway and Sweden different kinds of wood pulps are made, viz. :—Soda pulp and mechanical pulp, these latter being quoted on the 14th June, 1893, at about 40s. to 60s. per ton.

The different qualities of wood pulp are legion, and it seems there is not much difficulty in finding a market for all that is made.

It is stated that the consumption of wood pulp in Great Britain is at present enormous and is increasing rapidly, more having been imported during the past year than ever before. The use of rags has fallen off, partly owing to the restrictions that have been imposed upon the importation thereof from cholera infected countries, such restrictions remaining still in force, and may continue for an indefinite period.

It would also appear that there is a large demand for the better quality of pulp in the United States, large quantities being shipped there from Germany, while though at the same time the United States export pulp to Europe, the quantity manufactured is not equal to the home demand.

Appended are quotations from the High Commissioner's letter bearing date June 14th, 1893.

W. G. PARMELEE,  
*Deputy Minister.*

“I have been making some inquiry as to the demand for wood pulp of various qualities in this country, and find that most of the product is at present imported from Germany and Scandinavia.

“I have obtained some samples of German wood pulp, which I send you, and I also quote a letter explanatory of them, that has been received from manufacturers of paper in a large way of business :

“The best sulphite pulps undoubtedly are made in Germany. Large quantities are also made in Scandinavia and Austria, those from the latter country being also very good. In Norway and Sweden different kinds of wood pulps are turned out, viz. : Soda pulp and mechanical pulp, the latter being worth from 40s. so 60s. per ton, and it is used in very common news and printings. We do not use the qualities. The samples we sent you represent about the best qualities of sulphite pulps in an unbleached state. We use a large portion without being bleached at our works here, and where it is necessary to have bleached pulps, we find it very much more economical to bleach it ourselves than pay high prices for it in a bleached state.

“The consumption of wood pulp in this country at present is enormous, and is increasing to a tremendous extent, and the employment of rags is in consequence falling off.

“Other materials have been affected by the use of wood pulp, such as esparto, but not to anything like the same extent as rags. Again, more wood pulp has been purchased in this country and America during the past twelve months than ever before, owing to the restrictions imposed by the representative Governments upon the importation of rags from cholera infected countries, and these restrictions yet remain in force, and may continue to be enforced for an indefinite period.

“The different qualities and brands of wood pulp are legion. We have not much experience here of the commoner kinds, but from what we understand, there seems to be not much difficulty in finding a market for all that is made.

“In regard to Canada finding a ready market for their goods in England, I am not in a position to know much about this question, but I have an opinion on the matter, and it is this: I feel confident that in the near future Canada should prove a very formidable rival to Europe in the manufacture of wood pulps. To my mind there is nothing to prevent this being brought about. Canada possesses the first essential in an unlimited degree. After this, there is no reason why they should not after a time compete with their surplus production against Europe on their own ground.

“The United States already manufacture a large quantity, but not nearly so much as they require. At present they are not serious competitors against Europe even in their own country.”

EXTRACTS FROM CIRCULAR NO. 9.—*Re Hay for Export.*

DEPARTMENT OF TRADE AND COMMERCE.

OTTAWA, August 11th, 1893.

In consequence of a short crop of hay in Great Britain and some parts of continental Europe, there has existed for some months past a large demand for export thereto, which demand has been partly met by shipments from Canada.

In view of the present and growing importance of the trade it was thought advisable to obtain reliable data as to the requirements of the English market and endeavour to ascertain wherein Canadian hay would meet those requirements and in what respect it might fall short.

In pursuance of this object, advantage was taken of a visit to this country of a gentleman thoroughly conversant with the trade in England, and he was induced to make a tour of inspection of such portions of the Dominion as it was thought could, provided freight charges were not excessive, be drawn upon for quantities sufficient to meet the demand, and to report to this Department the result of his investigations, and to give such information as seemed necessary for the guidance both of growers and intending shippers.

His report is now at hand and may be summarized as follows:—

*Quality.*—The hay in many parts of Canada is suitable for the English market, in some sections more so than others, while in some parts it is not suitable, being neither grown, harvested, handled or pressed in a satisfactory manner.

The quality most suitable for the English market is timothy and clover, mixed with a proportion of not more than half clover, not but that more clover would improve the value of the hay, but experience goes to prove that if there is a greater percentage than half clover, the heavy action of the press spoils it, the clover being of a softer fibre and full of saccharine matter, which the action of the press exudes, and by the time it lies a month or two in the bales—which it always does before its reaching England—this moisture is turned to mould and the whole bale is spoiled.

Hay cut young, well got and nicely saved, with a bright green colour, is most valuable. Plain timothy so got, is more valuable than timothy with a larger percentage of clover left standing too long and allowed to get discoloured.

In some places, perhaps from motives of economy, the hay is picked up straight from the swarths and not tedded, thus causing that portion nearest the ground which has not received the sun, to get discoloured and yellow, and this deteriorates the whole quality. Hay should always be tedded. It will always pay its cost. Low marsh hays, except in very dear years, are not worth the expenses of pressing for England.

## Trade and Commerce.

*Pressing.*—Small bales from 100 to 120 pounds are most suitable, and slightly more valuable for the English market.

On the small bales, three wires should always be used. When only two are used, should one happen to break, which is often the case in the rough handling it gets during shipment, the whole bale is wasted.

None but the very best annealed steel wire should be used, a little extra expense greatly repays itself in the saving of breakage.

With the Dederick press, great care should be taken to wire the bales as tightly as possible in the chamber, so as to leave as little room as possible for expansion in coming out, otherwise the power of the press which is being exerted to obtain a good density, is lost by slovenly tying, and as the question of the freight is one entirely of density, this is a matter of the greatest importance.

The use of the heaviest presses obtainable is recommended. Any little extra cost in pressing is repaid many times, by the saving to be effected in ocean freights. Timothy mixed with 50 per cent or less of clover is never found to suffer under the heaviest pressure.

Great care must be taken that no damp hay is ever pressed as, however, slight the moisture, the bale is invariably ruined after it has laid some time.

In pressing hay in winter time, care must also be taken that none is frozen, this being a most fruitful cause of spoiled bales, as with the thaw, the hay gets moist and then mouldy and rotten. Especial care must be taken not to press the new hay too soon, otherwise by the time it reaches England it is absolutely worthless.

As the time at which hay becomes fit to be pressed, depends upon a variety of circumstances such as, quality of crop, amount of clover in it, the age when cut, or the weather, it is impossible to lay down a hard and fast rule, but every lot must be judged on its own merits; for the English market, hay would certainly not be ready for a fortnight or three weeks after it might be safely pressed for home consumption.

For shipment it is absolutely necessary that every bale should be legibly and plainly marked. A small ticket or tag or piece of wood, fastened under the wire is hardly sufficient. A slat or shingle from one and a half to two inches broad that will go under the wire of the Dederick-pressed bales, or under two or three hoops of the big bales is recommended, and that such shingle should be legibly printed or stencilled, with a distinctive mark. The only time that this can be done satisfactorily is, in the case of the Dederick bales, just as the bale is leaving the chamber, and in the large bales, the shingles must be put on before closing the press.

*Shipment.*—The first and most important thing to be borne in mind is, that the marks of each bale as before mentioned are put on every railway note, and every bill of lading. It is only by doing this that the consignees of the hay are enabled to trace any particular shippers.

As a rule a number of different shipments are in most steamers, and unless the bales are marked most distinctly and legibly, the shipping people absolutely deliver it promiscuously and it is impossible to either identify qualities or weights. This has been the most fruitful source of trouble in the trade up to now, and unless this is strictly adhered to, will ruin the trade entirely.

In shipping to London care should be taken to see that the bill of lading is made out, freight payable on the weight delivered. At most other ports, this rule is adhered to, but unless it is particularly stipulated on the London bills of Lading freight has to be paid on the intake weight, whatever happens to be put out.

In forwarding hay for shipment, great care must be taken to keep all bales absolutely dry, as a little moisture which would make no difference to bales for home consumption, spoils them after they have been shut up in a ship's hold during the voyage to England.

If through bills of lading are made use of, they should never be issued for more cars than are loaded and despatched from one station at one time. It frequently happens that a number of car loads arrive at the port of shipment at different dates, all covered by one bill of lading, and are probably shipped in different steamers. Not only does the draft have to be paid for the whole lot, on the arrival of the first two or three cars

but it is impossible to check either the number of bales or weights till the whole of the consignment comes along, much confusion and delay thereby being occasioned.

As successful competition for the trade of any particular market necessitates a close compliance with the requirements of that market, irrespective of any general practice existing at the place of production, it is evident that Canadian producers or shippers cannot hope for a profitable market in Great Britain for their hay, unless they prepare and ship it in the condition and of the quality most desired by the consumer. It is therefore hoped that the information as above will be of service to those engaged in the trade.

W. G. PARMELEE,  
*Deputy Minister.*

CIRCULAR No. 10.

DEPARTMENT OF TRADE AND COMMERCE,  
OTTAWA, 18th October, 1893.

MERCHANDISE MARKS.

The attention of Manufacturers and Shippers to, or through Great Britain, of goods manufactured in Canada, is called to the British "Merchandise Marks Act," 50-51 Victoria, Chapter 28 (1887) and Amendments thereto, as per Chapter 15, 54 Victoria (1891), which Act is by the Customs Authorities in England, strictly interpreted and rigidly enforced and which sometimes, unless carefully complied with, gives trouble and annoyance, if nothing more, to those innocently unacquainted therewith as well as to those who carelessly disregard its requirements.

Without quoting the text of the Act, it may perhaps suffice to point out that among other things, it provides that every person who forges any trade-mark; or falsely applies to goods any trade-mark or any mark so nearly resembling a trade-mark as to be calculated to deceive, or applies any false trade description to goods, shall be subject to the provisions of the Act.

That for the purposes of the Act—

"The expression 'trade-mark' means a trade mark registered in the register of trade marks kept under the Patents, Designs, and Trade-marks Act, 1883, and includes any trade-mark which, either with or without registration, is protected by law in any British possession or Foreign State to which the provisions of the one hundred and third section of the Patents, Designs and Trade-marks Act, 1883, are, under Order in Council, for the time being applicable."

"The expression 'trade description' means any description, statement or other indication direct or indirect as to the place or country in which any goods were made or produced," &c.

It prohibits the importation of goods which, if sold, would be liable to forfeiture under the Act, and provides that—

"All such goods, and also all goods of foreign manufacture bearing any name of any manufacturer, dealer, or trader in the United Kingdom, unless such name or trade mark is accompanied by a definite indication of the country in which the goods were made or produced, are hereby prohibited to be imported into the United Kingdom, and, subject to the provisions of this section, shall be included among goods prohibited to be imported as if they were specified in section forty-two of the Customs Consolidation Act, 1876."

That—

"Where there is on any goods a name which is identical with or a colourable imitation of the name of a place in the United Kingdom, that name, unless accompanied by the name of country in which such place is situate, shall be treated for the purpose of this section as if it were the name of a place in the United Kingdom."

That—

"The Customs Entry relating to imported goods shall for the purpose of the Act be deemed to be a trade description applied to the goods."

## Trade and Commerce.

It provides for the forfeiture of every chattel, article, instrument or thing by means of or in relation to which the offence has been committed, and that every person guilty of an offence against the Act shall be liable to penalties, &c., &c., &c.

The difficulty sometimes experienced by Canadian Manufacturers or Shippers is that their goods bear what the Act terms "a trade description," the name of some place in Canada which is identical with the name of some place in Great Britain, such name not being qualified by the addition of the word Canada. The importation of goods so marked without the qualifying addition being prohibited, the goods become liable to forfeiture on landing in Great Britain whether intended for consumption there or for re-shipment.

Thus for instance goods manufactured by John Smith of London, Ont., and so marked, would be held to have been illegally imported under a false trade description, and subject to forfeiture, whereas if marked as manufactured by John Smith of London, Ontario, Canada, they would not come within the prohibition.

The initial or the abbreviation usually used in Canada to indicate a Province, as Ont., P. Q., or Que., or N. B., &c., added to the name of a place is apparently held by the officials in Great Britain as not a sufficient compliance with the terms of the section which requires "the name of the country in which the place is situate."

A knowledge of and a little care on the part of those interested in complying with the requirements of the Act referred to may be the means of avoiding unnecessary trouble and loss.

W. G. PARMELEE,  
*Deputy Minister.*

CIRCULAR NO. 11.

DEPARTMENT OF TRADE AND COMMERCE,  
OTTAWA, November 7th, 1893.

### *Re* RECIPROCAL WRECKING.

I am desired by the Honourable the Minister of Trade and Commerce to direct the attention of all persons interested to the following:—

At the conference held at Washington in February, 1892, between delegates of the Canadian Government and representatives of the United State Government, among other things discussed was the subject of Reciprocal Wrecking Privileges in waters conterminous to Canada and the United States, and it was then agreed that the subject should be dealt with by legislation on the part of Canada, and by such instructions from the Treasury Department of the United States as might be necessary to give to the Act of Congress on the subject such liberal construction as would include permission for all towing necessary and incidental to wrecking and salvage, and the relaxation of Customs laws in so far as might be necessary to make the reciprocal arrangement effective. (Vide Sessional Papers No. 52, 1893.)

In pursuance of this agreement the Parliament of Canada at its next ensuing Session passed the Act 55-56 Vic., Chap. 4, intituled "An Act respecting aid by the United States Wreckers in Canadian waters," and upon being apprised that the Act of Congress approved June 19, 1878, entitled "An Act to aid vessels wrecked or disabled in waters conterminous to the United States and the Dominion of Canada," as amended by an Act approved May 24th, 1890, had been further amended by an Act approved March, 3rd, 1893, His Excellency the Governor General issued his Proclamation on May 17th, 1893, bringing the said Act 55-56 Vic., Chapter 4, into force on and after the first day of June, 1893, which said Proclamation was communicated to the United States Government by Her Majesty's Ambassador at Washington on the 2nd day of June, 1893, whereupon the President of the United States issued on the 17th day of July, 1893, his Proclamation declaring the Act of Congress above referred to to be from that time in full force and effect.

Under date of the 5th October, 1893, the Secretary of the Treasury of the United States issued a Circular letter of instructions relative to the construction to be given to the Act of Congress and relative to all necessary towing incidental to any wrecking or

salving, and to such relaxation of United States Customs laws as appeared necessary, in order to give full effect to reciprocal wrecking, &c., in the waters conterminous to the two countries.

Appended are copies of the Act 55-56 Vic., Chap. 4, of His Excellency's Proclamation of the 17th May last, of the President's Proclamation of the 17th July last, which embodies the Act of Congress as amended, and of the United States Treasury Circular of the 5th October, all above referred to.

W. G. PARMELEE,  
*Deputy Minister*

ACT 55-56 VICTORIA, CHAPTER 4.

Her Majesty, by and with the advice and the consent of the Senate and House of Commons of Canada, enacts as follows:—

1. United States vessels and wrecking appliances may salve any property wrecked, and may render aid and assistance to any vessels wrecked, disabled or in distress, in the waters of Canada contiguous to the United States.

2. Aid and assistance include all necessary towing incident thereto.

3. Nothing in the Customs or coasting laws of Canada shall restrict the salving operations of such vessels or wrecking appliances.

4. This Act shall come into force from and after a date to be named in a proclamation by the Governor General, which proclamation may be issued when the Governor in Council is advised that the privilege of salving any property wrecked, and of aiding any vessel wrecked, disabled or in distress, in United States waters contiguous to Canada will be extended to Canadian vessels and wrecking appliances to the extent to which such privilege is granted by this Act to the United States vessels and wrecking appliances.

5. This Act shall cease to be in force from and after a date to be named in a proclamation to be issued by the Governor General to the effect that the said reciprocal privilege has been withdrawn, revoked or rendered inoperative with respect to Canadian vessels or wrecking appliances in United States waters contiguous to Canada.

*Extract from The Canada Gazette of Saturday, May 27, 1893.*

PROCLAMATION.

DERBY.

[L.S.]

CANADA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come, or whom the same may in anywise concern,  
—GREETING

A PROCLAMATION.

E. L. NEWCOMBE,

*Deputy of the Minister of Justice, Canada.*

Whereas it is in and by a certain Act of the Parliament of Canada, passed in the session thereof holden in the fifty-fifth and fifty-sixth years of Our Reign, chaptered four, and intituled "An Act respecting aid by United States wreckers in Canadian waters," amongst other thing in effect enacted, that the said Act shall come into force from and after a date to be named in a proclamation by the Governor General, which proclamation may be issued when the Governor in Council is advised that the privilege of salving any property wrecked and of aiding any vessels wrecked, disabled or in distress in the United States waters contiguous to Canada will be extended to Canadian vessels and wrecking appliances to the extent to which such privilege is granted by the said Act to United States vessels and wrecking appliances;

And whereas Our Governor in Council is advised that the privilege thus referred to will now be extended to Canadian vessels and wrecking appliances to the extent defined in the said enactment,—

## Trade and Commerce.

Now Know Ye, that by and with the advice of Our Privy Council for Canada, We have thought fit to proclaim and declare, and We do hereby proclaim and declare that the said Act hereinbefore in part recited, intituled "An Act respecting aid by the United States wreckers in Canadian waters" shall come into and be in force on and after the first day of June in this present year of Our Lord.

Of all which Our loving subjects and all others whom these presents may concern, are hereby required to take notice and to govern themselves accordingly.

In testimony whereof, we have caused these Our letters to be made patent and the Great Seal of Canada to be hereunto affixed. Witness, Our Right Trusty and Well beloved the Right Honourable Sir Federick Arthur Stanley, Baron Stanley of Preston, in the County of Lancaster, in the Peerage of the United Kingdom; Knight Grand Cross of Our Most Honourable Order of the Bath; now Earl of Derby, &c., &c.; Governor General of Canada.

At Our Government House, in Our City of Ottawa, this Seventeenth day of May, in the year of Our Lord one thousand eight hundred and ninety-three, and in the fifty-sixth year of Our Reign.

By Command,

JOHN COSTIGAN,

*Secretary of State.*

### *Proclamation by the President of the United States of America.*

WHEREAS, an Act of Congress amendatory of an Act in relation to aiding vessels wrecked or disabled in the waters conterminous to the United States and the Dominion of Canada was approved May 24, 1890, the said Act being in the following words:—

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that an Act entitled 'An Act to aid vessels wrecked or disabled in the waters conterminous to the United States and the Dominion of Canada,' approved June nineteenth, eighteen hundred and seventy-eight, be, and the same is hereby, amended so that the same will read as follows:—

"That Canadian vessels and wrecking appurtenance may render aid and assistance to Canadian or other vessels and property wrecked, disabled or in distress in the waters of the United States contiguous to the Dominion of Canada: Provided, that this Act shall not take effect until proclamation by the President of the United States that the privilege of aiding American or other vessels and property wrecked, disabled or in distress in Canadian waters contiguous to the United States has been extended by the Government of the Dominion of Canada to American vessels and wrecking appliances of all descriptions. This Act shall be construed to apply to the Welland Canal, the canal and improvement of the waters between Lake Erie and Lake Huron, to the waters of the Saint Mary's River and Canal: And provided further, that this Act shall cease to be in force from and after the date of the proclamation of the President of the United States to the effect that said reciprocal privilege has been withdrawn, revoked, or rendered inoperative by the said Government of the Dominion of Canada;"

"And Whereas an Act of Congress making appropriation for the legislative, executive and judicial expenses of the Government for the fiscal year ending June thirtieth, eighteen hundred and ninety-four, and for other purposes, approved March 3, 1893, further amended the Act of May 24, 1890, as follows:—

"That an Act approved May twenty-fourth, eighteen hundred and ninety, entitled 'An Act to amend an Act entitled 'An Act to aid vessels wrecked or disabled in waters conterminous to the United States and the Dominion of Canada,' approved June nineteenth, eighteen hundred and seventy-eight, be, and is hereby amended by striking out the words, 'the Welland Canal.'"

And Whereas, by an Order in Council dated May 17, 1893, the Government of the Dominion of Canada has proclaimed an Act entitled "An Act respecting aid by United States wreckers in Canadian waters," to take effect June 1, 1893, said Act reading as follows:—

“ Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows :—

“ 1. United States vessels and wrecking appliances may save any property wrecked, and may render aid and assistance to any vessels wrecked, disabled or in distress, in the waters of Canada contiguous to the United States.

“ 2. Aid and assistance include all necessary towing incident thereto.

“ 3. Nothing in the customs or coasting laws of Canada shall restrict the salving operations of such vessels or wrecking appliances.

“ 4. This Act shall come into force from and after a date to be named in a proclamation by the Governor General, which proclamation may be issued when the Governor in Council is advised that the privilege of salving any property wrecked, or of aiding any vessels wrecked, disabled or in distress, in United States waters contiguous to Canada, will be extended to Canadian vessels and wrecking appliances to the extent to which such privilege is granted by this Act to United States vessels and wrecking appliances.

“ 5. This Act shall cease to be in force from and after a date to be named in a proclamation to be issued by the Governor General to the effect that the said reciprocal privilege has been withdrawn, revoked or rendered inoperative with respect to Canadian vessels or wrecking appliances in United States waters contiguous to Canada :”

And Whereas said proclamation of the Governor General of Canada was communicated to this Government by Her Britannic Majesty's Ambassador on the 2nd day of June last :—

Now Therefore, being thus satisfied that the privilege of aiding American or other vessels and property wrecked, disabled or in distress, in Canadian waters contiguous to the United States has been extended by the Government of the Dominion of Canada to American vessels and wrecking appliances of all descriptions, I, GROVER CLEVELAND, President of the United States of America, in virtue of the authority conferred upon me by the aforesaid Act of Congress, approved May 24, 1890, do proclaim that the condition specified in the legislation of Congress aforesaid now exists and is fulfilled, and that the provisions of said Act of May 24, 1890, whereby Canadian vessels and wrecking appliances may render aid and assistance to Canadian and other vessels and property wrecked, disabled or in distress, in the waters of the United States contiguous to the Dominion of Canada, including the canal and improvement of the waters between Lake Erie and Lake Huron and the waters of the Saint Mary's River and Canal, are now in full force and effect.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the seal of the United States of America to be hereunto affixed.

DONE at the City of Washington this seventeenth day of July, in the year of Our Lord one thousand eight hundred and ninety-three, and of the independence of the United States the one hundred and eighteenth.

(SEAL) By the President :

(Signed) W. Q. GRESHAM,  
*Secretary of State.*

(Signed) GROVER CLEVELAND.



## Trade and Commerce.

*Circular.*

RECIPROCITY OF WRECKING BETWEEN THE UNITED STATES AND CANADA.

1893.

DEPARTMENT No. 154.  
BUREAU OF NAVIGATION.

TREASURY DEPARTMENT, WASHINGTON, D.C., Oct. 5th, 1893.

*To Collectors of Customs and others :*

The attention of collectors and other officers of the customs upon the northern frontiers of the United States is invited to the President's proclamation, dated July 17, 1893, relative to reciprocity of wrecking between the United States and Canada.

The Acting Secretary of State, under date of the 30th ultimo, recommends that further regulations regarding the matter be promulgated by this Department, and states that during the visit of the Canadian Commissioners to Washington in October last the subject of reciprocal privileges in wrecking was under consideration, and that a declaration was then made on the part of the Government of the United States that under the act of Congress approved May 24, 1890, relating to vessels wrecked or disabled in the waters contiguous to the United States and Canada, the aid and assistance provided for in said act includes all necessary towing incident to said aid and assistance, and that nothing in the coasting or customs laws of this country restricts the salving operations of such vessels and their appliances.

The proclamation, and the act of May 24, 1890, on which it was based, are embodied in this Department's Circular No. 114, dated July 28, 1893, and should be construed and observed by all customs officers in such a manner as to give due effect to the declaration aforesaid, in the case of Canadian vessels and wrecking appliances rendering aid and assistance to Canadian and other vessels and property wrecked, disabled, or in distress in the waters of the United States contiguous to the Dominion of Canada, including the canal and improvement of the waters between Lake Erie and Lake Huron and the waters of the St. Mary's River and Canal. In case of doubt as to the action which should be taken in any case, the Department will give special instructions.

Similar regulations have been made by the Canadian Government.

(Sgd.) C. S. HAMLIN,  
*Acting Secretary.*

### CONVENTION WITH ROUMANIA *re* TRADE-MARKS.

The following is the text of a Convention between Great Britain and Roumania relative to trade-marks ; signed at Bucharest, May 4th, 1892.

*(Ratification exchanged at Bucharest, June 3rd, 1892.)*

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Empress of India, and His Majesty the King of Roumania, desiring to conclude a Convention for the reciprocal Protection of Trade-Marks and Designs, have appointed as their Plenipotentiaries, that is to say :

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Empress of India, Arthur George Vansittart, Esq., Her Britannic Majesty's Chargé d'Affaires at Bucharest, &c., &c. ; and

His Majesty the King of Roumania, M. Alexandre N. Lahovary, Grand Cross of his Order of the Crown of Roumania, &c., &c., his Minister Secretary of State for Foreign Affairs ;

Who, having communicated to each other their full powers found in good and due form, have agreed upon the following articles :—

## ARTICLE I.

The subjects of each of the Contracting Parties shall have, in the dominions and possessions of the other, the same rights as are now granted, or may hereafter be granted, to native subjects, or to subjects of a more favoured nation, in all that relates to trade-marks, industrial designs, and patterns.

In order that such rights may be obtained, the formalities required by the laws of the respective countries must be fulfilled.

## ARTICLE II.

The stipulations of the present Convention shall be applicable to all the Colonies and Foreign possessions or Her Britannic Majesty, excepting to those hereinafter named, that is to say, except to :

India, the Dominion of Canada, Newfoundland, the Cape of Good Hope, Natal, New South Wales, Victoria, Queensland, Tasmania, South Australia, Western Australia and New Zealand.

Provided always that the stipulations of the present Convention shall be made applicable to any of the above named Colonies or foreign possessions on whose behalf notice to that effect shall have been given by Her Britannic Majesty's Representative to the King of Roumania within one year from the date of exchange of ratifications of the present Convention.

## ARTICLE III.

The Present Convention shall be ratified, and the ratifications shall be exchanged at Bucharest as soon as possible.

It shall come into operation one month after the exchange of ratifications, and shall remain in force until the expiration of one year from the day on which either party may give notice of its intention to terminate it.

In witness whereof the undersigned have signed the same, and have affixed thereto the seal of their arms.

Done in duplicate at Bucharest, the fourth day of May (22nd day of April), one thousand eight hundred and ninety-two.

(Signed)           ARTHUR GEORGE VANSITTART (L.S.)  
                          AL. LAHOVARY (L.S.)

List of British Colonies which have acceded to the above Convention under Article II.:—

1. India	November 4, 1892.
2. Natal	do 4, 1892.
3. Cape of Good Hope.	do 4, 1892.
4. Queensland	do 16, 1892.
5. Newfoundland.	do 28, 1892.
6. Western Australia	December 3, 1892.
7. Canada	July 25, 1893.

The following Colonies have not acceded to the Convention :—

1. South Australia.
2. Victoria.
3. New South Wales.
4. Tasmania.
5. New Zealand.

Trade and Commerce.

PART III

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CUSTOMS TARIFFS OF GREAT BRITAIN AND COLONIES



## Trade and Commerce.

To assist in arriving at a comprehensive understanding of the values of foreign currencies, weights and measure, (as expressed in foreign trade returns, tariffs, &c.), as compared with those of Canada, tables have been prepared as follows :—

As regards those of Canada, the law provides that the denominations of money in the currency of Canada shall be dollars, cents and mills, the cent being the one-hundredth part of a dollar, and the mill one-tenth part of a cent.

That—The currency of Canada shall be such that the British sovereign (the pound sterling) of legal weight and firmness, shall be equal to four dollars eighty-six cents and two-thirds of a cent.

In like manner the law provides as respects weights, that the unit shall be the standard pound (avoirdupois) of 7,000 grains, one-sixteenth part of the standard pound shall be an ounce, one hundred pounds a cental, and two thousand pounds a ton, and that four hundred and eighty grains shall be an ounce Troy, or 5,760 grains a pound Troy.

As regards measures—that the unit or standard measure of capacity, as well for liquids as for dry measure, shall be the gallon containing ten standard pounds weight of distilled water weighed with the water and air at a temperature of sixty-two degrees Fahrenheit, with the barometer at thirty inches, that the quart shall be one-fourth part of the gallon, and the pint one-eighth part of the gallon, and that eight gallons shall be a bushel.

This gallon, commonly known as the “Imperial Gallon,” contains 277,274 cubic inches, or 253,036 cylindrical inches.

The standard measure of length is the yard, one-third part of which it is provided shall be a foot, and the twelfth part of such foot shall be an inch.

In many countries the Metric system of weights and measures has been adopted. A separate table of Canadian equivalents of these is given in order to avoid repetition, the word “Metric” being used in the general table in each case where the system is in vogue, as indicating a reference to that table.

The equivalent value of the monetary unit can only be given as respects those countries having a gold standard. Where silver is the standard, the value of the currency necessarily fluctuates correspondingly to the market value of silver bullion, and were any attempt made to quote the value of any such currency it would under present circumstances be misleading, therefore, the weight in decimal parts of an ounce with the fineness of the coin is given instead, which will enable any one to approximate the value of the currency according to the current value of fine bar silver. As an example, say fine bar silver at 75 cents an ounce, the Bolivian dollar weighs .801 of an ounce, its fineness is .900, therefore  $75 \times .801 = 60.075 \times .900 = 54.0675$ , or a small

fraction over 54 cents, as the actual intrinsic value of the pure silver contained in the coin, to which should be added a reasonable allowance to cover the value of the alloy; the cost of the coinage, and in some instances Exchange, the aggregate of which would be approximately the current value in Canadian currency of the dollar in question.

Unless carefully noted, the quotations as usually given of the current value per ounce of silver may be misconstrued and lead to misapprehensions, as it is sometimes quoted per ounce *fine*, and sometimes per ounce *standard*; thus, for instance on a certain day the London quotation reads "fine silver per ounce standard 32d.," while on the same day it is quoted in New York "@ 69½ cents per ounce fine;" as 32d. is equal to a fraction over 64⅞ cents, there would appear a difference of about 4⅝ cents per ounce between the two prices, the New York price appearing that much in excess of the other, were it not noticed that one is based upon *standard* fineness and the other upon absolute fineness, but by reducing the New York "fine" to London "standard" (of .925 fine, or 444 grains fine to the ounce) the actual difference between the two quotations is found to be only about ⅓ of one cent per ounce, the London price being that much in excess of the New York.

METRIC WEIGHTS.

Denomination.	Grammes.	Equivalents		Remarks.
		In pounds and decimal parts thereof, avoirdupois.	In grains, troy.	
Gramme .....	1	·002204	15·4323487	The gramme is the actual unit, and is the weight of one cubic centimetre of distilled water.
Decagramme.....	10	·022046		
Hectogramme .....	100	·220462		
Kilogramme .....	1000	2·204621		
Myriagramme .....	10000	22·046212		
Quintal .....	100000	220·46212		Sometimes called the metric ton.
Millier.....	1000000	2204·6212		
Decigramme .....	$\frac{1}{10}$		1·543235	
Centigramme .....	$\frac{1}{100}$		·1543235	
Milligramme .....	$\frac{1}{1000}$		·0154323	

1 pound = 4·535 kilos. .... 1 ton = 1016·0475 kilos.

METRIC MEASURES OF CAPACITY.

Denominations.	Litres.	Equivalents.		
		Cubic centimetres.	In gallons and decimal parts thereof.	
Litre .....	1	1,000	·2202	·8809 of a quart.
Decalitre .....	10	10,000	2·2024	
Hectolitre .....	100	100,000	22·0244	2·753 bushels.
Kilolitre .....	1000	1,000,000	220·2443	
Decilitre .....	$\frac{1}{10}$	100	·0220	27·53 do
Centilitre .....	$\frac{1}{100}$	10	·0022	

1 quart = 1·1353 litres. .... 1 gallon = 4·5412 litres. .... 1 bushel = 36·3296 litres.  
 1 cubic metre = 35·3466 cubic feet. .... 1 cubic foot = ·02828 cubic metres.

# Trade and Commerce.

## METRIC MEASURES OF LENGTH.

Denominations.	Metres.	Canadian Equivalents.			
		Inches.	Feet.	Yards.	Miles.
Metre .....	1	39·382	3·28183	1·09394	
Decametre .....	10		32·81833	10·93944	
Hectometre .....	100		328·18333	109·39444	
Kilometre .....	1000		3281·83333	1093·9444	·6213
Decimetre .....	$\frac{1}{10}$	3·938	·32818	·10939	
Centimetre .....	$\frac{1}{100}$	·3938	·032818	·010939	
Millimetre .....	$\frac{1}{1000}$	·03938	·003282	·001094	

1 inch = 2·5399 centimetres.

1 foot = ·30479 of a metre.

1 yard = ·9143 of a metre.

1 mile = 1·6095 kilometres.

1 geographical mile or knot = 2027 yards = 1·152 miles = 1·8541 kilometres.

BRITISH and Foreign Currencies, Weights and Measures, differing from those of Canada and used in the Tariffs and Trade Reports of the respective Countries named, with their Equivalents expressed in Canadian Legal Standards.

Country.	Monetary Unit.	Equivalent Value in Canadian Currency.	Weights.	Canadian Equivalent.	Measure of Capacity.	Canadian Equivalent.	Measure of Length.	Canadian Equivalent.
Great Britain	Pound or sovereign.	\$4.86½	Pound Cwt Ton	Lb. 112 lbs. 2,240 do	Usually same as Canadian. Quarter.	8 bushels.	Same as Canadian.	
British Possessions, viz. —								
Antigua	Pound	4.86½	do	2,240 do			do	
Bahamas	do	4.86½	do	2,240 do			do	
Barbados	do	4.86½	do	2,240 do			do	
Bermuda	do	4.86½	do	2,240 do			do	
British Guiana	do	4.86½	do	2,240 do			do	
do Honduras	Dollar	F. 8037 '900	Same as Canadian. Cwt Ton	112 lbs 2,240 do	Same as Canadian. do		do do	
do N. Guinea	Pound	\$4.86½						
do N. Borneo	Dollar	F. 8701 '903	Picul Catty	133.33 lbs 1.33 do	do do do			
Cape of Good Hope and Orange Free States	Pound	\$4.86½						
Ceylon	Rupee of 100 cts.	W. 375 '916½	Cwt Ton Oke	112 lbs. 2,240 do 2.8 lbs.	do do	8 gallons.		
Cyprus	Pound	\$4.86½			Kilé.			
	9 piastres. } = 360 paras }	1 shilling						
Dominica	Pound	\$4.86½			Same as Canadian. do			
Falkland Islands	do	4.86½			do			
Fiji	do	4.86½			do			
Gambia	do	4.86½			do			
Gibraltar	Peseta	0.19.3						
Gold Coast	Pound	4.86½			Old wine gallon	.833 of a gall. or ⅘ do		
Grenada	do	4.86½						



## Trade and Commerce.

Hong Kong.....	Dollar.....	W.	F.						
India.....	Rupree of 16 an- nas.	8701 375	903 916 $\frac{2}{3}$						
Jamaica.....	Pound.....	\$4.86 $\frac{2}{3}$							
Labuan.....	Dollar.....	W. 8701	F. 903						
Lagos.....	Pound.....	\$4.86 $\frac{2}{3}$							
Malta.....	do.....								
Mauritius.....	Rupree of 100 cts.	W. 375	F. 916 $\frac{2}{3}$						
Montserrat.....	Pound.....	\$4.86 $\frac{2}{3}$							
Natal.....	do.....	4.86 $\frac{2}{3}$							
Newfoundland.....	Dollar.....	1-01388							
New South Wales.....	Pound.....	4.86 $\frac{2}{3}$							
New Zealand.....	do.....	4.86 $\frac{2}{3}$							
Niger Protectorate.....	do.....	4.86 $\frac{2}{3}$							
Queensland.....	do.....	4.86 $\frac{2}{3}$							
St. Helena.....	do.....	4.86 $\frac{2}{3}$							
St. Kitts.....	do.....	4.86 $\frac{2}{3}$							
St. Nevis.....	do.....	4.86 $\frac{2}{3}$							
St. Lucia.....	do.....	4.86 $\frac{2}{3}$							
St. Vincent.....	do.....	4.86 $\frac{2}{3}$							
Sarawak.....	Dollar.....	W. 8701	F. 903						
Sierra Leone.....	Pound.....	\$4.86 $\frac{2}{3}$							
South Australia.....	do.....	4.86 $\frac{2}{3}$							
Straits Settlements.....	Dollar.....	W. 8701	F. 903						
Tasmania.....	Pound.....	\$4.86 $\frac{2}{3}$							
Trinidad and Tobago.....	do.....	4.86 $\frac{2}{3}$							
Turks Island and Caicos.....	do.....	4.86 $\frac{2}{3}$							
Virgin Islands.....	do.....	4.86 $\frac{2}{3}$							
Victoria.....	do.....	4.86 $\frac{2}{3}$							
Western Australia.....	do.....	4.86 $\frac{2}{3}$							

Khandi.....	500 lbs.....	Same as Canadian.	
Mauud.....	82 $\frac{2}{3}$ lbs.		
40 sirs=1 maund.			
16 chittreks=1 sir.			
Cwt.....	112 lbs.	do	
Ton.....	2,240 do		
Cwt.....	112 do	Old wine gallon.	.833 of a gall.
Ton.....	2,240 do		
Cantar.....	175 do	Cafiso.	4.5 gallons.
Metric.	Metric.	Salma.	8 bushels.
Cwt.....	112 lbs.	Same as Canadian.	
Ton.....	2,240 do		
Cwt.....	112 lbs.	do	
Ton.....	2,240 do		
do.....	2,240 do		
Cwt.....	112 do		
Picul.	133.33 lbs.		
Coyan.....	5,238 lbs.		
Cwt.....	112 do		
Ton.....	2,240 do		
do.....	2,240 do		
Cwt.....	112 do		
Ton.....	2,240 do		
Cwt.....	112 do		
Ton.....	2,240 do		
Cwt.....	112 do		
Ton.....	2,240 do		
Cwt.....	112 do		
Ton.....	2,240 do		

Metric.

BRITISH and Foreign Currencies, Weights and Measures differing from those of Canada, and used in the Tariffs, &c.—Continued.

FOREIGN COUNTRIES.

Country.	Monetary Unit.	Equivalent Value in Canadian Currency.	Weight.	Canadian Equivalent.	Measure of Capacity.	Canadian Equivalent.	Measure of Length.	Canadian Equivalent.
Argentine Republic.	Peso	96.5 cents	Metric *Libra = 25 libras = Metric	1.0127 lbs. 25.3175 do	Metric Frasco. Metric.	2.0913 qts.	34.1208 in.	
Austria-Hungary	Florin	40.52 do	do	do	do	do	do	
Belgium.	Franc	19.3 do	do	do	do	do	do	
Bolivia	Dollar	W. F. .801	do	do	do	do	do	
Brazil	Milreis.	54.61 cents	do	do	do	do	do	
Central American States—								
Colombia	Peso	W. F. .803	do	1.043 lbs.	Metric. Cantara = 4 caurtillos. Fanega = 4 caurtillos. Metric.	3.5525 galls. 1.31208 bush.	38.874 in.	
Costa Rica	do	.866	do	do	do	do	do	
Guatemala	do	.803	do	do	do	do	do	
Honduras	do	.866	do	do	do	do	do	
Nicaragua	do	.866	do	do	do	do	do	
Salvador	do	.866	do	do	do	do	do	
Chile	do	91.2 cents	Libra.	1.043 lbs.	Quartillo Fanega.	1.353 qts. 2.1458 bush.	33.307 in.	
	(Silver peso)	W. F. .801	do	do	do	do	do	
China.	Shanghai tael	1.20775	Tael. Catty. Picul.	.083 lbs. 1.33 do 133.33 do	do	do	do	
	Halkwan tael	1.20775	do	do	do	do	do	
Congo Free States	Franc	19.3 cents	Metric.	1.061 lbs.	Metric.	3.552 galls.	10 fun = 1 tsun = 1.41 Eng. in. 10 tsun = 1 chek = 14.1 do 10 chek = 1 che'ung = 141 E. in., or nearly 4 yds.	33.384 in.
Cuba	Peso	92.6 do	Libra = 16 onzas. Arroba = 25 libras. Pund	1.061 lbs. 25.4024 lbs. 1.102 do	Arroba = 32 quartillos. Fanega = 12 almudes. Pot. Viertel. Metric.	1.332 bush. 2124 galls. 1.7 galls.	2.06 ft. 1.03 ft.	
Denmark	Crown.	26.8 do	do	do	do	do	do	
Ecuador	Sucre	About same value as Peruvian sol.	Metric.	do	do	do	do	
Egypt.	Pound of 100 piastres.	\$4.94 <sup>10</sup>	do	2.75 lbs. 99 do	do	do	do	
			Kantar = 35 okes.					

# Trade and Commerce.

Finland	Mark of 100	Pound	0.437 lbs.	Can.	.676 gall.	Ell.	.649 yds.
France	penni.	Metric		Metric		Metric.	
German Empire	19.3 do	do		do		do	
Greece	23.8 do	do		do		do	
Hayti	19.3 do	Libra	1 lb.				
	96.5 do	Arroba	27.5375 lbs.				
		Quintal	100.06875 do				
Italy	19.3 do	Metric		Metric		do	
	W.						
Japan	279	1 kwam-me = 1,000				1 jo = 1 skaku.	14.916 in.
	99.7 cents.	1 momme.				1 shaku = 10 sun =	1.4916.
	W.	1 hiyaku-me = 100				1 sun = 10 bu =	
	.866	1 momme.					
	(Silver) Yen	1 momme = 10 fun =	0.0082817 lbs				
			avoirdupois.				
Java	Dollar of 2½ guil-	Catty	1.35 lbs.				
	ders.	\$ Picul.	135 do				
Liberia	Dollar	Same as Canadian.		1 gallon	.833 1 m p.	Same as Canadian.	
	do	W.			gall.		
Mexico	do	.8701		Metric	2.18 qts.	Metric.	32.9 in.
	Florin	Metric	1.0142 lbs.	Frasco	1.291 bush.	Vara.	
Netherlands	40.2 cents	Arroba = 25 libras =	25.3645 do	Faneqa			
Norway	26.8 do	do		Metric		Metric.	
	Crown	*Skaepund.	.937 lbs.	do		do	
				Kanna.	.5763 galls.	Pot	.974 ft.
Persia	Kran	W.					
	do	F.					
	do	.890					
	do	(about)					
Peru	Sol	8.25		Metric		Metric.	
Philippine Islands	Peso	8346		Arroba = 32 quartillos.	3.552 galls.	Vara (3 pies)	33.384 in.
Porto Rico	do	92.6 cents		Arroba = 12 almudes.	1.332 bush.		
				Faneqa = 12 almudes.			
Portugal	Milreis	1.08 do		do		Metric.	
Roumania	Lei	19.3 do		do		do	
Russia	Ruble	77.2 do		Wedro = 10 krouchkas.	2.707 1 m p.	Sajene = 3 arshins	7 ft.
	do silver	W.		Funt or 32 lot = 96	galls.	Arshin = 16 vershoks.	28 in.
		F.		zlotynks		Russian inch	English inch.
		.6428		avoirdupois.			

\* Old weights and measures sometimes used.

† The values in Chinese Imperial Customs Returns are always given in Haikwan taels, which are relatively in value equal to about 1.113 Shanghai taels. The tael is in reality not a standard of value (there is no such coin), but of weight, and when used in the sense of a value it only represents its weight in gold or silver, as the case may be. The real difficulty is to establish its exact equivalent in grains. Authorities differ greatly, as also does the practice in different sections of China. The Chinese are far from being inexact, and the probability is that there exists a standard, and a further probability that it is equal to 10 Japanese mommes, or 579.72 grains, which figures have been used in computing the value as above. It will be observed, however, that these figures fall short about 3.61 grains from the weight usual (say 14 oz. per tael) in dealing with the weights other than those of gold and silver.

§ Usually reckoned the same as the Chinese picul of 133½ lbs.

BRITISH and Foreign Currencies, Weights and Measures, differing from those of Canada and used in the Tariffs, &c.—*Concluded.*

FOREIGN COUNTRIES—*Concluded.*

Country.	Monetary Unit.	Equivalent Value in Canadian Currency.	Weights.	Canadian Equivalent.	Measure of Capacity.	Canadian Equivalent.	Measure of Length.	Canadian Equivalent.
Servia.	Dinar	19·3 cents W. F.	Metric.		Metric		Metric.	
Siam	Tical.	·488	Bat or tical.	·6337 lbs.				
			Catty	1 35 do				
			8 Picul.	135 do				
			Coyan.	5,238 do				
Spain	Peseta.	19·3 cents	Metric.		Metric.		do	
Sweden	Crown.	26 8 do	Skaepund	937 lbs.	Kamma.	5763 gall.	Foot	·974 ft.
Switzerland	Franc.	19·3 do	Metric		Metric.		Metric.	
Tripoli.	Mah b u b ' o f 20 piastres. †	Contains 313·2 grains of pure silver, but as the weight of the coin is not attainable the usual figures cannot be given. It is worth about ·83 of the value of the Mexican silver dollar.	Oke.	2·69 lbs.				
			Kantar = 40 okes.					
Tunis.	5 piastres.	·511 F.	Metric; oke	2·8 lbs.	Metter.	2·2 galls.	Metric.	
Turkey.	Piastres.	4·4 cents	Kantar = 44 okes.		Metric.		Archine = 8 roupe	26·779 in.
	Found of 100 piastres.	\$4·3962	Teheky = 4 kantars.		Builk or 1,000 derhems	0·7 galls.	1 roupe = 2 ghaurans.	
United States of America.		Practically same as Canadian; actually about $\frac{305}{306}$ of 1% more; 29·199 U.S. dollars are legally of the same value as 29·200 Canadian dollars.			Gallon	·833 I m p. gall.	Same as Canadian.	
	Silver dollar.	·859 F.						
	Trade dollar	·875 F.						

## Trade and Commerce.

Uruguay . . . . .	Peso . . . . .	103.4 cents	Metric; *libra . . . . .	1.0143 lbs.	Metric; fanega . . . . .	6.48 bush	Metric.
Venezuela . . . . .	Bolivar . . . . .	19.3 do	Metric . . . . .	1.0161 lbs.	Metric . . . . .	do	do
			* Libra = 16 onzas . . . . .	25.4024 do	Arroba = 32 quardillos . . . . .	3.552 galls.	Vara (3 pies) . . . . .
			Arroba = 25 libras . . . . .		Fanegd = almudes . . . . .	1.332 bush.	

\* Old weights and measures sometimes used.

+ It has been recently stated that Tripoli has adopted the Turkish monetary system.

§ Usually reckoned the same as the Chinese picul of 133½ lbs.



# Trade and Commerce.

## CUSTOMS TARIFF OF THE UNITED KINGDOM,

(As published April, 1891.)

Showing the several Articles subject to Import Duties in the United Kingdom, and the Rate of Duty levied upon each Article, according to the Tariff in operation upon the 1st day of May, 1890, distinguishing the duties levied to countervail Excise and other Inland Revenue Duties upon British Productions.

No.	ARTICLES.	Rates of Duty.
		£ s. d.
1	Cocoa.....	lb. 0 0 1
2	Husks and shells.....	cwt. 0 2 0
3	Cocoa or chocolate, ground, prepared, or in any way manufactured.....	lb. 0 0 2
4	Coffee, raw.....	cwt. 0 14 0
5	Kiln-dried, roasted or ground.....	lb. 0 0 2
Chicory—		
6	Raw or kiln-dried.....	cwt. 0 13 3
7	Roasted or ground.....	lb. 0 0 2
8	Chicory (or other vegetable substances) and coffee, roasted and ground, mixed.....	lb. 0 0 2
Fruit, dried—		
9	Currants.....	cwt. 0 2 0
10	Figs and fig cake, plums, prunes and raisins.....	do 0 7 0
11	Tea.....	lb. 0 0 4
Tobacco—		
12	Unmanufactured, stemmed or unstemmed : Containing in every 100 lbs. weight thereof, 10 lbs. or more of moisture.....	lb. 0 3 2
	do do do less than 10 lbs. of moisture.....	do 0 3 6
Manufactured :		
13	Cigars.....	lb. 0 5 0
14	Cavendish or Negrohead.....	do 0 4 6
15	Snuff containing in every 100 lbs. weight thereof, more than 13 lbs. of moisture.....	lb. 0 3 9
	Snuff containing in every 100 lbs. weight thereof, not more than 13 lbs. of moisture.....	lb. 0 4 6
16	Other manufactured tobacco and Cavendish or Negrohead manufactured in bond from unmanufactured tobacco.....	lb. 0 4 0
Wine—		
17	Not exceeding 30° of proof spirit.....	gall. 0 1 0
18	Exceeding 30°, but not exceeding 42° of proof spirit.....	do 0 2 6
19	And for every degree or part of a degree beyond the highest above charged an additional duty.....	gall. 0 0 3
The word "degree" does not include fractions of the next higher degree. Wine includes lees of wine.		
20	Sparkling wine imported in bottles.....	gall. 0 2 6
21	do do when the market value is proved not to exceed 15s. per gallon.....	gall. 0 1 0
The duties on sparkling wines are in addition to the duties in respect of alcoholic strength.		
To countervail excise duty upon British beer :		
22	Beer and ale, the worts of which were before fermentation of a specific gravity of 1055°.....	brl. of 36 0 6 6
And so on in proportion for any difference in gravity.		
23	Beer called Mum, spruce or black beer, and beer called Berlin white beer, and other preparations, whether fermented or not fermented, of a character similar to Mum, spruce or black beer, the worts of which were, before fermentation, of a specific gravity : Not exceeding 1215°..... Exceeding 1215°.....	Id. { 1 6 0 1 10 6
To countervail excise duty upon British spirits :		
24	Spirits or strong waters : For every gallon, computed at hydrometer proof, of spirits of any description (except perfumed spirits), including naphtha or methylic alcohol, purified so as to be potable, and mixtures and preparations containing spirits.....	proof gall. 0 10 10

CUSTOMS Tariff of the United Kingdom—*Continued.*

No.	ARTICLES.	Rates of Duty.	
		£	s. d.
25	For every gallon of perfumed spirits . . . . .	gall.	0 17 3
26	Liqueurs, cordials or other preparations containing spirits in bottle, entered in such a manner as to indicate that the strength is not to be tested . . . . .	do	0 14 8
27	Chloroform . . . . .	lb.	0 3 1
28	Chloral hydrate . . . . .	do	0 1 3
29	Collodion . . . . .	gall.	1 5 0
30	Ether acetic . . . . .	lb.	0 1 10
31	do butyric . . . . .	gall.	0 15 8
32	do sulphuric . . . . .	do	1 6 2
33	Ethyl, iodide of . . . . .	do	0 13 7
34	Soap, transparent, in the manufacture of which spirit has been used . . . . .	lb.	0 0 3
35	To countervail stamp duties on British-made articles : Cards, playing . . . . .	doz. packs	0 3 9

Subdivisions of articles of a similar nature, and subject to the same rate of duty are classed under one head.

## SUPPLEMENT TO THE TARIFF IN OPERATION ON MAY 1, 1890.

(November, 1892.)

*Customs and Inland Revenue Act, 1892.*

CUSTOMS I.—The duty of customs now payable on tea shall continue to be levied and paid, on and after the first day of August, one thousand eight hundred and ninety-two, until the first day of August, one thousand eight hundred and ninety-three, on the importation thereof into Great Britain and Ireland (that is to say):

Tea, the pound . . . . . Fourpence.

II.—1. The Customs (wine duty) Act, 1888, is hereby repealed.

2. In addition to the duties of customs now payable on wine under the Customs Amendment Act, 1886, there shall, on and after the twelfth day of April, one thousand eight hundred and ninety-two, be levied and paid on sparkling wine imported in bottle into Great Britain and Ireland the duty following (that is to say):

Sparkling wine imported in bottle, the gallon . . . . . Two shillings.

## SECTION XLII. OF THE CUSTOMS CONSOLIDATION ACT, 1876.

The goods enumerated and described in the following table of prohibitions and restrictions inwards are hereby prohibited to be imported or brought into the United Kingdom, save as thereby excepted, and if any goods so enumerated and described shall be imported or brought into the United Kingdom contrary to the prohibitions or restrictions contained therein, such goods shall be forfeited, and may be destroyed or otherwise disposed of as the Commissioners of Customs may direct.

*A Table of Prohibitions and Restrictions inwards. Goods prohibited to be imported.*

Books wherein the copyright shall be first subsisting, first composed, or written or printed, in the United Kingdom, and printed or reprinted in any other country, as to which the proprietor of such copyright or his agent shall have given to the Commissioners of Customs a notice in writing, duly declared, that such copyright subsists, such notice also stating when such copyright will expire.

Coin, viz., false money or counterfeit sterling.

Coin, silver, of the realm, or any money purporting to be such, not being of the established standard in weight or fineness.

Extracts, essences, or other concentrations of malt (except sugar, or extract of malt for medicinal purposes only, and fermented liquors specified in the Customs Tariff made from malt), coffee, chicory, tea, or tobacco, or any admixture of the same, except in transit, or to be warehoused for exportation only.

Indecent or obscene prints, paintings, photographs, books, cards, lithographic or other engravings, or any other indecent or obscene articles.



## Trade and Commerce.

Snuff work.

Tobacco stalks, whether manufactured or not.

Tobacco stalk flour.

Articles of foreign manufacture, and any packages of such articles bearing any names, brand, or mark being or purporting to be the name, brand, or mark of manufacturers resident in the United Kingdom, or any name, brand, or mark which states or implies that such articles were manufactured at any place in the United Kingdom.

Any name, brand, or mark which states or implies that any such articles were manufactured at a town or place having the same name as a place in the United Kingdom shall, unless accompanied by the name of the country in which such place is situate, be deemed for the purposes of this section to state or imply that such articles were manufactured at a place in the United Kingdom.

Clocks and watches, or any other article of metal impressed with any mark or stamp representing or in imitation of any legal British assay, mark, or stamp, or purporting by any mark or appearance to be of the manufacture of the United Kingdom.

Infected cattle, sheep, or other animals, or the carcasses thereof, and hides, skins, horns, hoofs, or any other part of cattle or other animals, which the Privy Council may, by order, prohibit in order to prevent the dissemination of any contagious distemper.

Spirits (not being cordials, or perfumed or medicinal spirits) unless in ships of forty tons burden at least, and in casks or other vessels capable of containing liquids, each of such casks or other vessels being of the size or content of twenty gallons at the least, and duly reported, or unless in glass or stone bottles, properly packed in cases, and forming part of the cargo of the importing ship and duly reported.

Tobacco, cigars, cigarillos or cigarettes, and snuff, unless into ports approved by the Commissioners of Customs for the importation and warehousing thereof, nor unless in ships of not less than one hundred and twenty tons burden, nor unless in whole and complete packages each containing not less than eighty pounds net weight of tobacco or cigars or snuff, or eighty pounds net weight of cigarillos or cigarettes including the papers forming the covering of each cigarillo or cigarette.

Tobacco, sweetened (whether manufactured or unmanufactured), except as otherwise specially provided for by this or any other Act relating to the Customs.

Wine, except into such ports as may be approved for the importation thereof by the Commissioners of Customs.

### EXTRACT FROM THE MERCHANDISE MARKS ACT, 1887.

SECTION XVI.—Whereas it is expedient to make further provision for prohibiting the importation of goods which, if sold, would be liable to forfeiture under this Act; be it therefore enacted as follows:

1. All such goods, and also goods of foreign manufacture bearing any name or trade mark being or purporting to be the name or trade mark of any manufacturer, dealer, or trader in the United Kingdom, unless such name or trade mark is accompanied by a definite indication of the country in which the goods were made or produced, are hereby prohibited to be imported into the United Kingdom, and, subject to the provisions of this section, shall be included among the goods prohibited to be imported as if they were specified in section forty-two of the Customs Consolidation Act, 1876.

2. Before detaining any such goods, or taking any further proceedings with a view to the forfeiture thereof under the law relating to the Customs, the Commissioners of Customs may require the regulations under this section, whether as to information, security, conditions, or other matters, to be complied with, and may satisfy themselves in accordance with those regulations that the goods are such as are prohibited by this section to be imported.

3. The Commissioners of Customs may from time to time make, revoke and vary, regulations, either general or special, respecting the detention and forfeiture of goods the importation of which is prohibited by this section, and the conditions, if any, to be fulfilled before such detention and forfeiture, and may by such regulations determine the information, notices, and security to be given, and the evidence requisite for any of the purposes of this section, and the mode of verification of such evidence.

4. Where there is on any goods a name which is identical with or a colourable imitation of the name of a place in the United Kingdom, that name, unless accompanied by the name of the country in which such a place is situate, shall be treated for the purposes of this section as if it were the name of a place in the United Kingdom.

5. Such regulations may apply to all goods the importation of which is prohibited by this section, or different regulations may be made respecting different classes of such goods or of offences in relation to such goods.

6. The Commissioners of Customs, in making and administering the regulations, and generally in the administration of this section, whether in the exercise of any discretion or opinion, or otherwise, shall act under the control of the Commissioners of Her Majesty's Treasury.

7. The regulations may provide for the informant reimbursing the Commissioners of Customs all expenses and damages incurred in respect of any detention made on his information, and of any proceedings consequent on such detention.

8. All regulations under this section shall be published in the "London Gazette" and in the "Board of Trade Journal."

9. This section shall have effect as if it were part of the Customs Consolidation Act, 1876, and shall accordingly apply to the Isle of Man, as if it were a part of the United Kingdom.

## GIBRALTAR.

TABLE of import duties authorized by Order in Council and Ordinance dated respectively 9th September, 1884, and 1st July, 1886.

(As published February, 1893.)

Articles subject to Duty.		Duty.
		*Pesetas. Cents.
Wine, in wood or skin . . . . .	per gallon..	0 40
do in bottles . . . . .	per dozen..	1 25
Malt liquors. . . . .	per gallon..	0 05
Spirits or strong waters of any strength not exceeding the strength of proof by Sykes's hydrometer, and so in proportion for any greater strength than the strength of proof. . . . .	do . . . . .	5 00
Liqueurs or cordials, irrespective of strength . . . . .	do . . . . .	5 00

\* The peseta = 19·3 cents.

Wines, spirits and malt liquors deposited in the Queen's stores, and afterwards removed or taken out for exportation from Gibraltar, shall not be liable to the payment of the above duty.

# Trade and Commerce.

## MALTA.

TARIFF of duties on imports for local consumption, and of dues for bonding the same, which the Collector of Customs is required to levy on account of Government.

(As published February, 1893.)

### COMPARATIVE WEIGHTS AND MEASURES.

Malta Barrel is equal to  $9\frac{1}{2}$  Imperial gallons. | Malta Cantar is equal to 175 lbs. English.  
do Salma do 1 do quarter. | do Caffiso do  $4\frac{1}{2}$  Imperial gallons.

Articles subject to Duty.	Import duties.	Store-rent on articles lodged in Bond.	
		Payable only once.	Payable half yearly in advance.
	£ s. d.	£ s. d.	£ s. d.
Beer .....	0 3 0		0 0 2
Cattle—			
Bullocks and other animals of the kind .....	0 10 0		
Horses and mules .....	1 0 0		
Grain—			
Wheat .....	0 10 0	0 0 2	
Indian corn .....	0 6 0	0 0 2	
Barley .....	0 4 0	0 0 2	
Saggina .....	0 3 0	0 0 2	
Other inferior grains .....	0 5 0	0 0 2	
Manufactured grain .....	0 6 0	0 0 2	
Wheat, Indian corn, barley, or other inferior grains, if damaged so as to be unfit for the food of man (commonly called <i>frumentazzo</i> ) .....	0 2 0	0 0 2	
Manufactured grain, if damaged so as to be unfit for the food of man .....	0 2 0	0 0 2	
Oil, olive .....	0 0 6		*0 0 1
Potatoes .....	3 0 10	0 0 2	
Pulse and seeds—			
Beans, caravances, chick-peas, kidney-beans, lentils, lupins, peas and vetches .....	0 2 0	0 0 2	
Carrot-beans and cotton seeds .....	0 0 6	0 0 2	
Vinegar .....	0 2 0		0 0 2
Wine not containing more than 26 p.c. of spirits of the strength of proof by Sykes hydrometer (namely, London proof) .....	0 2 6		0 0 2
Wine, the alcoholic strength of which, measured as above, exceeds 26 p.c. shall pay, for any degree exceeding such limit up to 28 degrees .....	0 0 4		0 0 2
Wine, the alcoholic strength of which is 29 degrees, shall pay .....	0 5 6		0 0 2
And for any additional degree up of 36 degree, shall pay .....	0 1 0		0 0 2
Wine containing more than 36 p.c. of spirit, but not more than 39 p.c. shall pay .....	0 16 9		0 0 2
Wine containing more than 39 p.c. but not exceeding 42 p.c. .....	1 1 6		0 0 2
Spirits or strong waters of any strength not exceeding the strength of proof by Sykes's hydrometer (London proof), and so in proportion for any strength greater than that of the said proof .....	1 4 0		+0 0 2 +0 0 3
Wine imported in bottles, jars, or recipients, other than casks, if containing more than $\frac{1}{2}$ of a gallon each, but not more than $\frac{1}{2}$ of a gallon .....	0 3 0		per Maltese barrel. 0 0 2
Wine, if containing more than $\frac{1}{4}$ but not more than $\frac{1}{2}$ .....	0 1 6		0 0 2
Wine, if containing $\frac{1}{4}$ or less .....	0 0 9		0 0 2
Wine, if containing more than $\frac{1}{2}$ of a gallon each, an additional duty, over the 3s. per dozen, shall be levied on the quantity in excess at the rate of .....	0 1 6		0 0 2

\*Oil when in vats shall pay the above store-rent dues, regulated, however, on the capacity of the vat, †Namely 2d. for the first period of six months, and 3d. for each succeeding period of six months.

*Rent on Free Goods lodged in Custom-house stores.*

Gunpowder.....	per 100 lbs.	2d.
Petroleum.....	per Maltese brl.	3d.
Tin plates.....	per box	2d. every 3 months.
Cocoa, coffee, wax, elephant's teeth, cloves, indigo, flax, Muntz's metal, pepper, lead, copper, tin, tea and zinc.....	p.c. <i>ad valorem</i>	2d. every 6 months.
Chains and anchors.....	do	2d. do
Hemp, cotton, iron, cotton twist, wool manufactured goods, rice, soap, tobacco and sugar.....	p. c. <i>ad valorem</i>	2d. every 3 months.
For every package—		
For the first period of fourteen days.....		3d.
do second do.....		4d.
do third do.....		5d.
do fourth do.....	and for any subsequent period of fourteen days.	6d.

REMARKS AND EXPLANATIONS.

The duties payable by the salm or grain, pulse, and seeds (except large Sicilian beans), to be charged by the strike-measure. The duties on large Sicilian beans to be charged by the heaped measure.

The store-rent dues to be payable from the day on which the articles are lodged in bond. Beer, spirits, vinegar and wines are exempted from the payment of store-rent for the first ten days, in those cases only in which such articles are, within the said ten days, released for exportation.

Wine containing more than 42 p.c. of proof spirit shall be treated as spirit.

Spirits and strong waters (whether perfumed or not) mixed with any ingredient or ingredients, and although thereby coming under some other designation, except varnish, shall nevertheless be deemed to be spirits and be subject to duty as such.

Fractions of a degree not exceeding  $\frac{1}{10}$  shall not be reckoned; those exceeding  $\frac{1}{10}$  shall be reckoned as a degree.

# Trade and Commerce.

## CYPRUS.

### CUSTOMS TARIFF.

(As in force from 12th August, 1893.)

By the customs law of which the tariff forms a part it is provided that the *ad valorem* duties levied on imported goods shall be calculated on the value of such goods at the place of shipment or purchase with the addition of the cost of transport, including insurance, to the port of final discharge.

### IMPORT DUTIES.

	£	s.	d.
Animals living, viz. :—			
Horses, each . . . . .	2	0	0
Mules, each . . . . .	1	2	0
Neat, cattle (excepting milch cows) each . . . . .	1	5	0
Milch cows each . . . . .		10	0
Sheep, each . . . . .		1	0
Goats, each . . . . .		1	0
Pigs, each . . . . .		2	0
Dogs, each . . . . .		5	0
Not otherwise specified each, 8 per cent <i>ad valorem</i>			
Arms, ammunition and explosives, viz. :—			
Guns and pistols, not exceeding in value £2 per barrel . . . . .		10	0
do do exceeding in value £2, but not exceeding in value £4, each . . . . .	1	0	0
do do do £4, 25 per cent <i>ad valorem</i> . . . . .			
Side-arms, gun-stocks, gun locks, 25 per cent <i>ad valorem</i> . . . . .			
Shot, per oke . . . . .	0	0	0 $\frac{3}{4}$
Gunpowder, per oke . . . . .	0	0	4
Blasting powder, blasting compound, dynamite, gun cotton and fuze, per oke . . . . .	0	0	3
Cartridges, cartridge cases, percussion caps, and fireworks, 20 per cent <i>ad valorem</i> . . . . .			
Bacon and ham, per oke . . . . .	0	0	2
Beer, ale, porter, and all other malt liquor in wood, per gallon . . . . .	0	0	1 $\frac{1}{2}$
do do do bottle, per dozen reputed quart bottles, and so in proportion . . . . .	0	0	4 $\frac{1}{2}$
Biscuit, viz. :—			
In bulk, per oke . . . . .	0	0	0 $\frac{3}{4}$
In tins, per reputed pound . . . . .	0	0	0 $\frac{3}{4}$
Botargo, per oke . . . . .	0	0	4
Butter, including butterine, or any substance imported for mixing with or for use as butter, but excluding butter in tins, per oke . . . . .	0	0	1
Candles, per oke . . . . .	0	0	1
Cards, playing, per dozen packs . . . . .	0	0	3
Caviar :—			
Black, per oke . . . . .	0	0	6 $\frac{1}{2}$
Red (tarama), per 100 okes . . . . .	0	4	2
Cement—			
Known as "Portland," per barrel of 150 okes and so in proportion . . . . .	0	1	0
Other cement . . . . .	0	0	6
Cheese—			
Kachkaval, touloum, and other similar qualities, per oke . . . . .	0	0	0 $\frac{3}{4}$
Other, that is to say, Gruyere, Dutch, Cheddar, Cheshire, Stilton, Gorgonzola, Parmesan, Roquefort, Brie, &c., and their imitations, per oke . . . . .	0	0	1 $\frac{1}{2}$
Cocoa, chocolate, chicory, coffee, roast or ground, per oke . . . . .	0	0	2
Coffee, raw, per 100 okes . . . . .	0	16	0
Copper sheets, bottoms and nails, per 100 okes . . . . .	0	12	0
Copper ware, pans, &c., per 100 okes . . . . .	1	0	0
Cordage, rope and twine, per oke . . . . .	0	0	1
Cotton lampwick, per 100 okes . . . . .	0	17	0
Cotton yarns and thread, viz.—			
Single, unbleached, No. 4 to 14, per 100 okes . . . . .	0	11	0
do No. 16 to 24, per 100 okes . . . . .	0	12	7
Twisted unbleached, No. 16 to 32, per 100 okes . . . . .	0	17	3
Single, bleached, per 100 okes . . . . .	0	16	0
Twisted, bleached, per 100 okes . . . . .	0	18	3
do of two or more threads, known as "Tirch," per 100 okes . . . . .	0	18	4 $\frac{1}{2}$
Turkey red, per 100 okes . . . . .	0	18	0
Dyed other colours, per 100 okes . . . . .	0	16	0
Not otherwise specified, 8 p. c. <i>ad valorem</i> .			

NOTE—The oke of this tariff is equal to 2 $\frac{1}{2}$  pounds, avoirdupois.

## IMPORT DUTIES—Continued.

	£	s.	d.
Cotton piece goods—			
Grey or unbleached (Kassasiz) cotton sheetings, linings, drills, tea cloths, domestics, known as American bezi, dimi bezi, Tcharshaffig and Asdarlig, per 100 okes.....	0	13	1
White or bleached (Kassarli) cotton sheetings, drills, tea cloths, domestics, known as American bezi, Tcharshaffig, dimi, per 100 okes.....	0	16	8
Shirtings and Madapolams, highly dressed and finished with stiffening material, per 100 okes.....	0	14	7
Shirtings and Madapolams, not dressed or finished with stiffening material, or but slightly so dressed, per 100 okes.....	1	1	0
Muslins, known as Kaba Tulbent, Tanjib and Tenzif, per 100 okes.....	1	6	6
All other manufactures of cotton 8 p. c. <i>ad valorem</i> .			
Fish, dried salted or pickled, per 100 okes.....	0	4	0
Fruit, viz.—			
Nuts of all sorts (except cocoanut) per oke.....	0	0	0 $\frac{1}{2}$
Olives, per oke.....	0	0	0 $\frac{1}{2}$
Fruits, bottled or in tin jars, per dozen pints, and so in proportion.....	0	0	4 $\frac{1}{2}$
Not otherwise specified, 8 p. c. <i>ad valorem</i> .			
Glass—			
Common window glass of natural colour, in sheets, imported in cases not exceeding in weight 40 okes net, per case.....	0	1	0
Glass bottles of the reputed capacity of 1,000 drams, per 100.....	0	2	0
do 500 drams, per 100.....	0	1	0
do 200 do.....	0	0	4
Glass demijohns of the reputed content of 20 okes, and so in proportion, each.....	0	0	1 $\frac{1}{2}$
Glass manufactures, not otherwise specified, 8 p. c. <i>ad valorem</i> .			
Gum, mastic, per oke.....	0	0	5
do bark, per oke.....	0	0	3
Hides and skins, raw—			
Of camels, each.....	0	0	5 $\frac{1}{2}$
buffalos, each.....	0	0	6 $\frac{1}{2}$
oxen, exceeding in weight 3 okes dry or 6 okes fresh, each.....	0	0	4 $\frac{1}{2}$
do not exceeding in weight 3 okes dry and 6 okes fresh, each.....	0	0	2
goats, each.....	0	0	2
Not otherwise specified, 8 p. c. <i>ad valorem</i> .			
Indigo, per oke.....	0	1	1
Iron bars, rods, plates, sheets and bundles, per ton.....	0	13	4 $\frac{1}{2}$
piping, wrought, per 100 okes.....	0	2	2
cast, per 100 okes.....	0	1	7
nails, do.....	0	2	2
Jams and jellies, per dozen reputed lbs. and so in proportion.....	0	0	4 $\frac{1}{2}$
Lead sheets and piping, per oke.....	0	0	0 $\frac{1}{4}$
Leather—			
Sole leather, per oke.....	0	0	14 $\frac{1}{2}$
Not otherwise specified, 8 p. c. <i>ad valorem</i> .			
Logwood, per 100 okes.....	0	1	7
Maccaroni and vermicelli, per 100 okes.....	0	5	0
Matches, wooden—			
For every gross of boxes containing in each box not more than 100 matches, per 100 okes.....	0	0	1 $\frac{1}{4}$
And so on for each gross of boxes, for each additional 100 matches or part thereof, per 100 okes.....	0	0	1 $\frac{1}{4}$
Mineral and aerated waters, per dozen reputed pint bottles.....	0	0	3
Oil in bulk—			
Olive oil, per 100 okes.....	0	6	2
Cotton seed oil, per 100 okes.....	0	16	6
Other oils, per 100 okes.....	0	4	4
Paints and colours (except artists' colours) per 100 okes.....	0	4	4
Petroleum in cases, not exceeding 25 okes each net weight, per case.....	0	0	2 $\frac{1}{2}$
do exceeding 25 okes each net weight and in barrels, per gallon.....	0	0	0 $\frac{1}{2}$
Provisions, tinned of all descriptions not otherwise specified, 8 p. c. <i>ad valorem</i> .			
Rice, per ton.....	0	17	0
Sal ammoniac, per 100 okes.....	0	7	0
Salt refined for table use, per oke.....	0	0	2
Saltpetre, per oke.....	0	0	1
Silk thread, per oke.....	0	3	0
Soap, perfumed and toilet, per oke.....	0	0	1
do other, per oke.....	0	0	0 $\frac{1}{2}$
Spices, viz.—			
Cassia lignea, per oke.....	0	0	0 $\frac{1}{4}$
Cloves, per oke.....	0	0	0 $\frac{3}{4}$
Ginger, whole, per oke.....	0	0	0 $\frac{1}{4}$
Pepper, whole, per oke.....	0	0	0 $\frac{1}{4}$
Pimento, per oke.....	0	0	0 $\frac{1}{4}$
Not otherwise specified, 8 p. c. <i>ad valorem</i> .			

# Trade and Commerce.

## IMPORT DUTIES—*Continued.*

	£	s.	d.
Spirits of all sorts, spirituous compounds, liqueurs and cordials, per gallon.....	0	6	0
do imported in the Island of Cyprus mixed with any ingredient, and although thereby coming under some other designation shall nevertheless be deemed to be spirits and be subject to duty as such.			
Starch, per 100 okes.....	0	4	4
Steel, per 100 okes.....	0	3	1
Sugar, crushed, common quality, per 100 okes.....	0	3	5
do other, per 100 okes.....	0	4	0
Tea, per oke.....	0	0	3
Tiles, per 1,000.....	0	5	5
Tins, bars and ingots, per 100 okes.....	1	0	0
Tobacco, unmanufactured (except tumbeki), per oke.....	0	0	4½
do do known as Tumbeki or Persian tobacco, per oke.....	0	1	3
do manufactured (not including cigars, cigarettes and snuff), per oke.....	0	2	4½
do do cigars, per 100.....	0	2	4½
do do cigarettes, per oke.....	0	5	0
do do snuff, per oke.....	0	5	0
Valonia, per cantar.....	0	0	3
Wax, viz. :—			
Beeswax, per 100 okes.....	1	0	0
Waste of beeswax, per 100 okes.....	0	2	4½
Paraffine, per 100 okes.....	0	10	0
Wines, in bottle :—			
Sparkling, per gallon.....	0	4	0
All other wines in bottle, per gallon.....	0	3	0
Wines in wood, per gallon.....	0	1	4½
Woollen yarn and thread, per oke.....	0	0	6
Zinc, per 100 okes.....	0	5	0

Goods, wares and merchandise not otherwise charged with duty, nor exempted from duty and not prohibited to be imported, 8 p. c. *ad valorem.*

The following is a list of Exemptions:—

All goods imported for the Government of Cyprus to be used in the public service, and duly certified as so imported by Chief Secretary to Government.

All military stores imported by Her Majesty's War Department and duly certified as such by the officer to whom they are consigned.

All goods imported for the use of the High Commissioner and duly certified by the High Commissioner to be so imported.

All articles of military equipment imported by and for the use of any officer of Her Majesty's land forces.

Goods and stores of every description supplied under contract with Her Majesty's War Department for the public use of Her Majesty's land forces, duly certified as such by the principal Commissariat officer, such certificate to be countersigned by the Chief Secretary to Government.

Uniforms of public officers and professional robes of legal or judicial officers in the employment of Her Majesty's Government, provided that such uniforms or robes are introduced for the personal use only of such officers, and have been duly authorized.

Firearms for the personal use of officers of Her Majesty's naval and military forces.

Paving stones imported by municipal councils or in the island to be used for the paving of streets within the municipal limits, and duly certified as so imported by the president and cashier of any municipal council.

Vats and staves and hoops for use in constructing casks and vats.

Microscopes and all microscopical and other apparatus and appliances for purposes of investigation and scientific research.

Gymnastic apparatus, mathematical, and generally all other instruments used in schools for educational purposes, which are imported for the use of schools.

Agricultural implements, atlases and maps, anchors and chains (ship's), bark, boots, charcoal, church furniture, and articles which are only to be used in the building and fitting up of churches, and mosques and vestments and other articles necessarily used for religious services, coals, empty casks and sacks, fresh fish, gold, bullion and specie, ice, lime, medicines and medical appliances, pitch and tar, printed books, resin, sawdust, silkworm's eggs, sponges taken by licensed boats, stationery, printing paper, sulphur, timber, hewn or rough sawn, wheat, barley, oats, vetches, flour, chopped straw, cotton seed, fodder for cattle, and the following articles for use in the manufacture and examination of wine :—Grape and raisin crushers, separators, wine presses, wine pumps, wine filters, gauging rods, testing stills, hydrometers, saccharometers, gypsometers, mustimeters, ascetimeters, ebullioscopes, sulphur syringes, and the following articles of machinery :—

Machinery for carding, spinning, weaving and finishing the manufacture of fibrous material and cards for such machinery, machinery for telegraphic purposes, printing machines and presses, type

and type machinery, type-writers, sewing machines, knitting machines, locomotive engines, railway plant, machinery for steamboats, mills and foundries, steam boilers and engines of every description, steam boiler plates and tubes, grating bars, tile and brick-making machinery, machinery to be used in the cutting and manufacture of tobacco, punching, shearing, plate bending, plate cutting, riveting, drilling, boring, planing, shaping, slotting, screw making, sawing, tenoning, mortising, moulding, rebating, tonguing and grooving machines, lathes, file cutting, engraving, bolt making, rivet-making and washer-making machines, machinery to be employed in the manufacture of ice, machinery for the manufacture of mineral waters, diving apparatus, weighing machines, pumps and other apparatus for raising water, winnowing, threshing, corn mills and flour dressing machinery, grain separators, oil presses, hydraulic lever, screw or cam presses, cranes, derricks, crab winches, screw and other jacks.

All the machinery above stated, either whole or in parts, as also their fittings, connections and gearing.

NOTE.—The foregoing is taken from the Board of Trade Journal of 15th October, 1893. It would seem to be either in lieu of or as an amendment to the official tariff as published by the International Custom Tariffs Bureau in February, 1893, which contained a prohibitory clause and two items of export duties, which it is thought best to append, as there is no official information given which would indicate their repeal. The item referred to reads as follows :—

With a view to prevent the introduction of the *Phylloxera*, from and after the date hereof, it is prohibited to import into Cyprus from the places mentioned in the schedule hereto any of the following articles, that is to say :

All fruits and vegetables in a raw state, whether fresh or dried.

All trees and plants and every living part of a tree or plant.

All flowers, cut or otherwise.

All dried plants and flowers.

Staves which have been used for vine props or similar purposes.

All binding which has been used for vines or other plants.

Earth and gravel, leaf and garden mould.

All animal and vegetable manures, except guano, bone dust and other fossil or chemically prepared manures.

The importation of hay or straw, compressed or otherwise, from France, Italy, Spain, Portugal, Algeria, Austria, Greece, Russia, Roumania, Turkey in Europe and Asia Minor is absolutely prohibited.

The importation of hay and straw, compressed or otherwise, from Syria and all countries bordering on the Mediterranean and not mentioned in the schedule hereto is prohibited, unless such hay or straw is accompanied by a certificate showing the place of origin and bearing the visa of the British consular authority at the port of shipment to the effect that such certificate is a good and valid certificate of the places of origin, or in case there shall be no British consular authority at the port of shipment, the visa of the chief port officer of such port to the like effect.

Hay, straw, grass, leaves or other vegetable matter used as packing for goods imported from any of the places mentioned in the schedule hereto shall be destroyed at the custom-house at the port of arrival ; except when such packing is in the form of manufactured wrappers of dry straw, which may be admitted.

Nothing in this order contained shall be deemed to prohibit the importation of the following articles :—

Wheat, barley and other cereals, properly cleaned from the husk, straw and earth.

Acorns.

Vallonia.

Almonds, walnuts, chestnuts and other nuts (free from the outer husks, leaves, stalks and branches).

Preserves.

Crystallized fruits.

Bottled and canned fruits and vegetables, hermetically sealed in proper receptacles.

Flour and meal of all kinds and every preparation thereof.

(Order in Council, No. 139, dated August 5, 1889.)

#### SCHEDULE.

Algeria.  
Asia Minor.  
Austria.  
France.  
Greece.  
Italy.

Portugal.  
Roumania.  
Russia.  
Spain.  
Syria.  
Turkey in Europe.



## Trade and Commerce.

Every article the importation of which from countries declared to be infected with phylloxera is prohibited or in any way restricted, which may be brought to Cyprus from any other country not so declared to be infected with phylloxera, shall be admitted into the island only after reference to and special permission to that effect obtained from the chief collector of customs who shall require the production of such proof of origin or other information connected with the articles or goods in question as to him shall seem fit; and in case the special permission of the chief collector of customs shall not be obtained for the admission of such articles, the customs authorities at the port of entry may require that the articles or goods in question shall be immediately re-exported or they may be destroyed or otherwise disposed of by them in such manner as the chief collector of customs may direct.

(Order in Council, No. 150, dated June 12, 1890.)

From and after the publication of this order in the *Official Gazette* the prohibition against the importation into Cyprus of the following articles is removed, that is to say :—

Aniseed.	Maho.
Beans.	Millet seed.
Canary seed.	Mustard seed.
Clover seed.	Peas.
Cotton seed.	Rape seed.
Cummin seed.	Sahleb.
Hay and grass seeds.	Seeds for medicinal purposes.
Hemp seed.	Sesame.
Lentils.	Tobacco seed.
Linseed.	Vetches.
Mahleb.	

provided the same are imported in a dry state and are unaccompanied by any husks, leaves, stalks or branches.

(Order in Council, No. 162, dated February 16, 1891.)

### EXPORT DUTIES.

On raisins exported.....	12 p.c. <i>ad valorem</i> .
On cotton and cotton seed exported..	10 p.c. <i>ad valorem</i> .

## BRITISH INDIA CUSTOMS TARIFF.

(AS PUBLISHED JUNE, 1891.)

*III.—Act No. XI. of 1882\*, passed by the Governor General of India in Council; received the assent of the Governor General on the 10th March, 1882.*

## AN ACT TO AMEND THE LAW RELATING TO CUSTOMS DUTIES, AND FOR OTHER PURPOSES, AS MODIFIED UP TO THE 1ST JUNE, 1890.

WHEREAS it is expedient to amend the law relating to the duties of customs on goods imported and exported by sea, and to provide for the levy of duties on goods crossing the frontier of certain foreign European settlements in India and of the territories of certain native chiefs †; it is hereby enacted as follows:—

1. This Act may be called the Indian Tariff Act, 1882.

It extends to the whole of British India except Aden ‡ and Perim ‡; and it shall come into force on the passing thereof.

2. The Acts mentioned in the first schedule hereto annexed are repealed to the extent specified therein:

But all notifications published, and rules and orders made, under any of such Acts, and now in force, shall, so far as they are consistent herewith, be deemed to have been respectively published and made hereunder:

All references made to the Indian Tariff Act, 1875 §, in Acts or regulations passed before this Act comes into force shall be deemed to be made to this Act:

And nothing herein contained authorizes the levy of duties of customs on any article carried from one port in British India to another, except salt, opium and spirit.

3. There shall be levied and collected, in every port to which this Act applies, the duties specified in the second and third schedules hereto annexed.

4. On all pepper exported by sea from the port of Cochin there shall be levied such duty, not exceeding nine rupees per khandi, as the Governor of Fort Saint George in Council from time to time determines; and at the close of each year, or as soon thereafter as may be convenient, the Customs collector at the said port shall, after deducting the expenses of collection, pay the duty collected under this section to the Governments of Travancore and Cochin in such proportion and in such manner as the Governor of Fort Saint George in Council from time to time directs.

5. Duties of customs shall be levied at the rates respectively prescribed in the second and third schedules hereto annexed on goods passing by land out of or into—

(a) Foreign European settlements situate on the line of coast within the limits of the Presidency of Fort Saint George;

(b) Any territory declared, under the power next hereinafter conferred, to be foreign territory.

Subject to the control of the Governor General in Council, the Governor of Fort Saint George in Council and the Governor of Bombay in Council may, from time to time, by notification in the local official Gazette, respectively declare that the territory of any native chief situate within, or bordering on, the territories respectively administered by such Governors, but not subject to the jurisdiction of the courts and civil authorities of such territories, shall be deemed, for the purpose of this section, to be foreign territory.

The Governor General in Council may, from time to time, by notification in the Gazette of India, declare that the territory of any other native chief shall be deemed for the purposes of this section, to be foreign territory.

6. In Act No. XVI. of 1863\*\*, section 1, for the words “calculated at ten” the words “not exceeding five” shall be substituted.

7. Spirit, opium and salt imported from any port in British India, and protected by the certificate of an officer empowered in that behalf by the Governor General in Council or the Local Government, are chargeable with only the amount, if any, by which the duty leviable thereon under the second schedule hereto annexed exceeds the duty shown by such certificate to have been already paid in respect thereof.

\* This Act has been declared in force in the Sonthal Pergunnahs. See Regulation III. of 1872, s. 3, as amended by Regulation III. of 1886, s. 2.

† Certain words of the preamble which were repealed by Act II of 1887, s. 7, have been omitted.

‡ These words in s. 1 were inserted by Act VIII. of 1889, s. 3.

§ Act XVI. of 1875 is repealed by this Act. See Sch. I. *infra*, p. 7.

|| The first part of s. 6 (relating to excise duty on spirit distilled in British India), which was repealed by Act IX. of 1885, s. 1, has been omitted.

\*\* Printed, General Acts, 1834-66, 2nd Ed., p. 382.

†† As to spirit, s. 7 is restricted by the Sea Customs Act, VIII. of 1878, ss. 148 and 151 (as amended by Act II. of 1887).

## Trade and Commerce.

The amount, if any, paid to the Government as the price of such opium or salt is not duty within the meaning of this section.

\* Nothing in this section applies to spirit which is exported under bond for excise duty from one customs port to another customs port under the provisions of Chapter XIV. of the Sea Customs Act, 1878†.

8. So far as regards the Presidency of Fort St. George, the unrepealed provisions of Act No. VI. of 1844‡, and, so far as regards the Presidency of Bombay, the unrepealed provisions of Act No. XXIX. of 1857§, relating to the levy of duties and to dutiable goods, shall, *mutatis mutandis*, apply to duties levied and goods liable to duty under or by virtue of section 5, clause (b).

9. All notifications published hereunder may be cancelled by the authority publishing the same.

10. In the event of any duty of customs or excise on any article being imposed, increased, decreased or remitted after the making of any contract for the sale of such article without stipulation as to the payment of duty where duty was not chargeable at the time of the making of the contract, or for the sale of such article duty paid where duty was chargeable at that time:

(a) If such imposition or increase so takes effect that the duty or increased duty, as the case may be, is paid, the seller may add so much to the contract price as will be equivalent to the duty or increase of duty, and he shall be entitled to be paid and to sue for and recover such addition, and:

(b) If such decrease or remission so takes effect that the decreased duty only or no duty, as the case may be, is paid, the purchaser may deduct so much from the contract price as will be equivalent to the decrease of duty or remitted duty, and he shall not be liable to pay or be sued for in respect of such deduction.

### I.

#### MONEYS, WEIGHTS AND MEASURES.

##### *Definition of the terms used in British India.*

*Money.*—The rupee is the unit of currency equal to 180 grains Troy. It weighs one tola = 180 grains Troy = 11·662 grammes, and is composed of 165 grains of fine silver and 15 grains of alloy.

The rupee is subdivided into annas and pies :

16 annas = 1 rupee.

12 pies = 1 anna.

*Weights.*—The Indian maund of 82½ lbs. avoirdupois weight = 37·32 kilogrammes is the unit for the tariff.

The subdivisions of the maund are :

40 sirs = 1 maund.

16 chittacks = 1 sir.

The English pound avoirdupois is also used for the purposes of the tariff=0·454 kilogrammes.

*Measures.*—The English yard (=0·914 mètres) is used for the purpose of the tariff. It is subdivided into inches :

12 inches = 1 foot.

36 inches = 1 yard.

1 inch = 2·54 centimètres.

*Liquid measure.*—Gallon = 4·545 litres.

### IV.

#### SCHEDULE I.

##### *Acts repealed.*

Number and Years.	Short Title.	Extent of Repeal.
XL. of 1869 .....	The Land Customs (Madras and Bombay) Act, 1869	So much as has not been repealed.
XVI. of 1875 .....	The Indian Tariff Act, 1875 .....	do do
XI. of 1878 .....	The Indian Arms Act, 1878 .....	Section 8 and the second schedule.

\* This clause in s. 7 was added by Act II. of 1887, s. 8.

† Printed, General Acts, 1877-81, p. 218.

‡ Printed, Madras Code, 2nd Ed., p. 119.

§ Printed, Bombay Code, p. 92.

|| S. 10 was added by Act, VII. of 1889, s. 4.

V.  
SCHEDULE II.

Import Tariff applying to all British India except Aden and Perim, which are free ports.

Names of Articles.	Tariff Valuation.	Rate of Duty.
<i>I. Arms, Ammunition and Military Stores.</i>		
Firearms and parts thereof—	Rs. As.	Rs. As.
1. Firearms other than pistols, for each . . . . .		50 0
2. Barrels for the same, whether single or double, for each . . . . .		30 0
3. Pistols, for each . . . . .		15 0
4. Barrels for the same, whether single or double, for each . . . . .		10 0
5. Springs used for firearms, for each . . . . .		8 0
6. Gunstocks, sights, blocks and rollers, for each . . . . .		5 0
7. Revolver-breeches, for each cartridge they will carry . . . . .		2 8
8. Extractors, nippers, heel-plates, pins, screws, tangs, bolts, thumb-pieces, triggers, trigger-guards, hammers, pistons, plates, and all other parts of a firearm not herein otherwise provided for, and all tools used for cleaning or putting together or loading the same, for each . . . . .		1 8
9. Machines for making or loading or closing cartridges, for each . . . . .		10 0
10. Machines for capping cartridges, for each . . . . .		2 8
<i>Exception I.</i> —Articles falling under the 5th, 6th, 8th, 9th or 10th head of the above list, when they appertain to a firearm falling under the 1st or 3rd head, and are fitted into the same case with such firearms, are free.		
<i>Exception II.</i> —Arms forming part of the regular equipment of an officer entitled to wear diplomatic, military or police uniform, and a revolver or a pair of pistols accompanying a military officer, are free.		
<i>Proviso 1.</i> —No duty in excess of 10 per cent <i>ad valorem</i> shall be levied upon any of the articles mentioned in the above list when they are imported in reasonable quantity, for his own private use, by any person lawfully entitled to possess the same.		
<i>Proviso 2.</i> —When any articles which have been otherwise imported, and upon which duty has been levied or is leviable under this number, are purchased retail from the importer by a person lawfully entitled as aforesaid, in reasonable quantity, for his own private use, the importer may apply to the Customs Collector for a refund or remission (as the case may be) of so much of the duty thereon as is in excess of 10 per cent <i>ad valorem</i> ; and if such Collector is satisfied as to the identity of the articles, and that such importer is in other respects entitled to such refund or remission, he shall grant the same accordingly.		
Gunpowder, common, per lb. . . . .	0 5}	<i>Ad valorem</i> 10 per cent.
do sporting do . . . . .	1 0}	do 10 do
All other sorts of arms, ammunition and military stores. . . . .		
<i>Exceptions.</i> —The undermentioned articles have, by special order, been exempted from duty on import into British India :		
1. Arms which, having paid duty at Aden on import into that settlement, are subsequently within three years imported into any customs port of British India.		
2. Bows and arrows.		
3. Bullets, bird-shot, gun-wads and wire cartridges.		
4. Bullet-moulds.		
5. Morris's tubes and patent ammunition when imported by officers commanding British and Native regiments or volunteer corps, for the instruction of their men.		
6. Ornamental arms possessing antiquarian value, provided the chief customs authority is satisfied in each case that the arms are practically unserviceable, and that weapons intended for offensive or defensive purposes are not imported under cover of the exemption.		
7. A sword, a revolver, or a pair of pistols when accompanying an officer of Her Majesty's regular forces or a commissioned officer of a volunteer corps, or certified by the commandant of the corps to which such officer belongs, or, in the case of an officer not attached to any corps, by the officer commanding the station or district in which such officer is serving, to be imported by the officer for the purposes of his equipment.		
8. Swords imported as part of the equipment of native commissioned officers of Her Majesty's army.		
9. Swords imported for presentation as army or volunteer prizes.		
10. Dynamite, tonite and detonators.		

## Trade and Commerce.

[*Explanations* :—The expression “Arms, Ammunition and Military Stores,” as used in the foregoing part of this schedule, includes, in addition to any article specifically mentioned in that part,—

(a) All articles which are either “arms” or “ammunition” within the meaning of the Indian Arms Act, 1878, and

(b) Any articles which the Governor General in Council may from time to time, by notification in the *Gazette of India*, declare to be “military stores” for the purposes of this Act.

FIRST NOTE.—As regards (a) of the foregoing explanation. The Indian Arms Act contains the following definition of the articles in question :—

“ ‘Arms’ includes firearms, bayonets, swords, daggers, spears, spear heads, and bows and arrows, also cannon and parts of arms, and machinery for manufacturing arms ;

“ ‘Cannon’ includes also all howitzers, mortars, wall pieces, mitrailleuses and other ordnance and machine guns, all parts of the same, and all carriages, platforms, and appliances for mounting, transporting and serving the same ;

“ ‘Ammunition’ includes also all articles specially designed for torpedo service and sub-marine mining, rockets, gun cotton, dynamite, lithofracteur and other explosive or fulminating material, gun flints, gun wads, percussion caps, fuses and friction tubes, all parts of ammunition and all machinery for manufacturing ammunition, but does not include lead, sulphur or saltpetre ;

“ ‘Military stores’ means any military stores to which the Governor General in Council may from time to time, by notification in the *Gazette of India*, specially extend such section in any part of British India, and includes also all lead, sulphur, saltpetre, and other material to which the Governor General in Council may from time to time so extend such section.”

SECOND NOTE.—As regards (b) of the foregoing explanation. No notification bringing military stores under the operation of the Import Tariff has as yet been issued.]

Names of Articles.	Tariff Valuation.	Rate of Duty.
<i>2. Liquors.</i>		
Ale, beer and porter, except when condensed or concentrated, per Imp. gall. or 6 quart bottles.....		1 anna.
Cider and other fermented liquors, per Imp. gall. or 6 quart bottles.....		1 anna.
Liqueurs, per Imp. gall. or 6 quart bottles.....		Rs. 6.
Spirit, intended to be used exclusively in arts or manufactures, or in chemistry, and which has been rendered effectually and permanently unfit for human consumption.....	<i>Ad valorem..</i>	5 per cent.
Spirit, when used in drugs, medicines or chemicals in a proportion less than 20 per cent of spirit of the strength of London proof.....	<i>Ad valorem..</i>	do
Spirit, when so used in a proportion of 20 per cent and upwards, per Imp. gall. or 6 quart bottles of the strength of London proof.....		Rs. 6, and the duty to be increased or reduced in proportion as the strength of the spirit exceeds or is less than London proof.
Spirit, perfumed, in wood or bottles, per. Imp. gall. or 6 quart bottles.....		Rs. 8.
do other sorts, per Imp. gall. or 6 quart bottles of the strength of London proof.....		Rs. 6, and the duty to be increased or reduced in proportion as the strength of the spirit exceeds or is less than London proof.
Wines—		
Champagne and all other sparkling wines, per Imp. gall. or 6 quart bottles.....		Rs. 2-8.
All other sort of wines, per Imp. gall. or 6 quart bottles.....		Re. 1.
3. <i>Opium not covered by a Government pass</i> , per sir of 80 tolas.....		Rs. 24.
4. <i>Salt</i> , Indian maund of 82½ lbs. avoirdupois weight.....		1 rupee per maund of 82½ lbs. avoirdupois in Burma, and 2 rupees and 8 annas per maund of 82½ lbs. avoirdupois in other parts of British India.

## SCHEDULE II.—Continued.

Names of Articles.	Tariff Valuation.	Rate of duty.
3. Petroleum, including also the liquids commonly known by the names of rock-oil, Rangoon oil, Burma oil, kerosine, paraffine oil, mineral oil, petroline, gasoline, benzol, benzoline, benzine, and any inflammable liquid which is made from petroleum, coal schist, shale, peat or any other bituminous substance or from any products of petroleum, per Imp. gall. .... <i>Exception</i> —Petroleum which has its flashing points at or above two hundred degrees of Fahrenheit's thermometer and is proved to the satisfaction of the Customs Collector to be intended to be used exclusively for the batching of jute or other fibre, or for lubricating purposes.	.....	Six pies.

## VI.

## SCHEDULE III.

*Export Tariff of duties on goods exported from British India.*

Names of Articles.	Tariff Valuation.	Rate of duty.
*Pepper, when exported from the port of Cochin, per Khandi of 500 lbs. (Pepper when exported from other British Indian ports is free of duty.)	.....	Five rupees.
Rice, whether husked or unhusked, per Indian maund of 82½ lbs. avoirdupois weight. ....	.....	Three annas.

\* NOTE—Such pepper is the produce of the Native States of Travancore and Cochin, and the proceeds of the duty are divided between the two states.

# Trade and Commerce.

## CEYLON.

(January, 1890.)

### CUSTOMS DUTIES.

(As published June, 1893.)

#### IMPORT DUTIES.

Names of Articles.	Duty.
	Rs. c.
Arms and ammunition, viz. :—	
Fowling pieces, guns, rifles, single-barrelled.	each. 3 75
do do double-barrelled and revolvers.	7 50
Gunpowder for guns.	lbs. 0 25
do for blasting.	0 08
Pistols, single-barrelled.	each. 2 25
do double-barrelled and revolvers.	4 50
Shot.	cwt. 0 75
Asphalte.	ton. 2 50
do.	cwt. 0 12½
Bacon, butter, cheese and hams.	“ 3 00
Beef, pork, humps and tongues, salted or corned.	“ 1 25
Beer, ale, porter and all other malt liquors in wood.	galls. 0 13
do do do bottles.	“ 0 17
Cement.	cwt. 0 17
Cotton goods, viz. :—	
Gray shirting, madapolams, cambrics, jaconets on an assessed value of 55c. per lb. for every Rs. 100 of value thereof.	5 00
Gray domestics, long cloths, sheetings, tea cloths on an assessed value of 45c. per lb. for every Rs. 100 of value thereof.	5 00
Gray mule twist, No. 30 to 60, on an assessed value of 45c. per lb. for every Rs. 100 of value thereof.	5 00
Turkey red yarn, Nos. 30 to 60, on an assessed value of 90c. per lb., gray weight, for every Rs. 100 of value thereof.	5 00
Other colours, Nos. 30 to 60, on an assessed value of 55c. per lb., gray weight, for every Rs. 100 of value thereof.	5 00
Fish, dried or salted, roes, fins, skins and blood, the produce of creatures living in the sea.	cwt. 0 50
Flour (wheat).	“ 1 00
Ghee.	“ 2 50
Metals :—	
Brass, sheet, wire and nails.	“ 3 00
Copper, sheathing, bars, bolts, ingots, plates, nails and tacks.	“ 3 00
Iron : bar, flat square, bolt or round, rod and nail rod.	ton. 4 00
do do do do.	cwt. 0 20
Iron, angle, Swedish bar, plate and sheet.	ton. 5 00
do do do.	cwt. 0 25
Iron, corrugated.	ton. 7 00
do.	cwt. 0 35
Iron, galvanized, viz. : guttering, nails, piping, ridging, rivets, sheets and sheets corrugated, spouting, strapping, screws, tiles, washers and wire.	ton. 15 00
do do do do.	cwt. 0 75
Iron nails and tacks of sorts and rivets.	“ 0 63
do pig.	ton. 2 50
do do.	cwt. 0 12½
Lead, sheet, pipe and pig.	ton. 10 00
do do.	cwt. 0 50
Spelter, tin, zinc, in the cake or slab.	ton. 10 00
do do.	cwt. 0 50
Steel, blister.	ton. 10 00
do.	cwt. 0 50
Steel, cast.	ton. 12 50
do.	cwt. 0 62½
Tin, plates.	“ 0 75
Zinc, perforated.	“ 3 00
Onions.	“ 0 17

IMPORT DUTIES—Continued.

Names of Articles.		Duty.
		Rs. c.
Opium	lbs.	1 00
Paddy and barley imported solely for brewing	bush.	0 13
Poonac	cwt.	0 25
Potatoes	"	0 38
Rice, wheat, gram, peas, beans and other grain, except paddy and barley for brewing	bush.	0 29
Salt	cwt.	2 13
Saltpetre	"	0 50
Spirits :—		
Liqueurs and cordials under proof	Imp. gall.	5 00
Proof and under 10° over	"	5 50
10° over proof and under 20°	"	6 00
20° do 30°	"	6 50
30° do 40°	"	7 00
40° do 50°	"	7 50
50° do 60°	"	8 00
60° do 70°	"	8 50
70° do 80°	"	9 00
80° do 90°	"	9 50
Sugar :—		
Candy and refined	cwt.	3 00
Unrefined	"	1 75
Palm and jaggery	"	0 75
Tea	lbs.	0 25
Tobacco :—		
Cigars and snuff	"	1 50
Manufactured	"	0 40
Unmanufactured and hookah	"	0 25
Wine :—		
Claret, in bottles	galls.	1 25
Ginger	"	0 50
Claret, in wood	"	0 50
Wine, in bottle, except claret and ginger, sparkling	"	2 50
Other wines	"	1 50
Wines, in wood, except claret	"	1 00

Goods, including methylated spirits and kerosene oil (1), at present paying 5 per cent *ad valorem* duty, shall pay 6½ per cent, except cotton goods, the duty on which shall remain untouched.

An *ad valorem* duty of 6½ per cent shall be charged on the following articles :—

Acid.	Brimstone.
Beeswax.	Brushes.
Blacking.	Candles.
Boats and canoes,	Cutch.
Bran.	Fuller's earth.
Groundnuts.	Oils, linseed and vegetable.
Images and statuettes.	Pitch and tar.
Musical instruments.	Sago.
Mats.	Stationery, excluding paper and envelopes.
Palmyra, rush and rattan matting.	

TABLE OF EXEMPTIONS.

Animals, viz., horses, mules, asses, neat cattle, and all other live stock.	Cardamoms.
Areca-nuts.	Casks (empty), shooks and staves.
Arrowroot.	Castor-seed poonac.
Books and maps, printed.	Coal, coke and patent fuel.
Bricks and tiles.	Cocoanuts and coconut oil.
Bullion, coin, pearl oysters, pearls and precious stones unset.	Coffee.
	Coir yarn, rope, junks, fibre, twine and strands.
	Copperah.

(1) Kerosene oil is now dutiable at the rate of 25 cents per gallon.



## Trade and Commerce.

Cotton wool. Cowries and shells (not tortoise-shell). Dammer. Drawings and drawing materials. Felt. Fruit (fresh, and not in any way preserved). Grindstones. Gunnies and gunny cloth.	Hay and straw. Hoop iron. Hops. Horns. Ice. Instruments—scientific, surgical, &c. Jute. Lime and clay.
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**Machinery, viz. :**

<i>Agriculture and agricultural produce</i> : Machinery for the manufacture of oil and sugar : pulpers ; peelers, sizers, winnowing, threshing, corn mill, and flour-dressing machinery, chaff-cutters, mowing machines, ploughs, ploughing machines, tea-rolling machines and sieves (2).....	free.
<i>Building and sanitary purposes</i> : Machinery for the manufacture of bricks, tiles and drain-pipes ; dredging and pile-driving machinery.....	free.
<i>Cranes, presses, &amp;c.</i> : Hydraulic, screw, lever or cam presses, cranes, derricks, crab-winches, screw and other jacks.....	free.
<i>Forge and foundry machinery</i> : Steam, tilt, lift and pneumatic hammers ; forging machines ; smithy or foundry fans, blowing machines, and ironwork for reverberatory furnaces and cupolas.....	free.
<i>Gas</i> : Retorts, gas mains, hydraulic mains, purifiers, condensers, gas-holders, hydraulic valves, gas meters, pressure gauges, lamps and lamp-posts.....	free.
<i>Machinery for fibrous substances and textile fabrics</i> : Cotton gins, openers, scutchers, lap machines, carding engines, drawing-frames, slubbing-frames, rovers, throstles, self-acting mules, spinning jennies, burring machines, teasing, condensing, fibre machines, hackling machines, balling engines, spreaders, towlap or cop-winding machines, rope-machines, silk-winding, spinning, sizing, doubling, throwing, fibre machines ; hand, power and jacquard looms, knitting machines ; calenders.....	free.
<i>Mill-work</i> : All shafting, drums, machine-pullies and belting, wall-boxes, hangers, brackets, plummer-blocks, brasses and bushes, spur, mitre, bevel and friction gearing ; geared horse-works, either for horses or adapted to other animals, with all fittings and connections for transmitting power to machinery.....	free.
<i>Mining, &amp;c.</i> : Ore-crushing, stamping, washing, and separating machinery ; stone-breaking machines, and machinery for tunnels or perforating rock.....	free.
<i>Paper and printing</i> : Printing and lithographic presses ; type and type machinery ; machinery used in the preparation and manufacture of paper.....	free.
<i>Prime movers</i> : Windmills, water-wheels, water-pressure engines, turbines and other hydraulic motors ; all descriptions of marine, locomotive, stationary and portable steam-engines, pneumatic, atmospheric, and magneto-electric engines, their boilers, generators, fittings, connections and gearing ; also machinery for lifting, forcing, conducting or storing water.....	free.
<i>Railway</i> : Traversers, turn-tables, railway and cart-weighing machines, points, crossings, fittings, couplings, wheels, axles, axle-boxes, and iron-work for railway carriages, rails (temporary and permanent), spring-buffers.....	free.
<i>Workshop</i> : Punching, shearing, plate-bending, plate-cutting, rivetting, drilling, boring, planing, shaping, slotting, screw-making, sawing, tenoning, mortising, moulding, rebating, tonguing, and grooving machines, lathes, file-cutting, carving, engraving, bolt-making, rivet-making, and washer-making machines.....	free.
<i>Sundries</i> : Machinery for the manufacture of fish guano, or other manures ; bone-crushing and peat compressing machinery ; machines for the manufacture of casks ; machinery for the manufacture and brewing of beer.....	free.

All the machinery above stated either whole or in parts.

Manures of all sorts, and ingredients imported solely for the manufacture of manures, and certified as such by the importer.....	free.
Manuscripts.....	free.
Nets, fishermen's.....	free.
Oil, the produce of creatures living in the sea.....	free.
Olas.....	free.
Orchilla weed.....	free.
Paper and envelopes.....	free.
Passenger's baggage, viz. : Wearing apparel, and instruments intended for the professional use of, and accompanying passengers.....	free.
Plants, trees and seeds intended for agricultural and horticultural purposes.....	free.
Plumbago.....	free.
Printing materials.....	free.
Prints and pictures, printed almanacs and show cards and plates with frames.....	free.
Rattan.....	free.
Resin.....	free.

(2) Also soldering fluid, solder, tea lead foil, sheet iron tea boxes (imported in shooks), screws for the above, wood for tea chests. (Proclamation dated 22nd May, 1888.)

Regimental clothing, uniforms, necessaries, accoutrements, and band instruments imported for the use of Her Majesty's land and sea forces <sup>(1)</sup> .....	free.
Saltpetre, refuse of, for purposes of manure only, as certified by the importer.....	free.
Seeds—cotton, castor, rape, poppy, niger, mustard and bird.....	free.
Senna leaves.....	free.
Slates, roofing.....	free.
Specimens and objects illustrative of natural history.....	free.
Stones, ballast.....	free.
do coral.....	free.
do grinding.....	free.
do tomb, and tablets.....	free.
do of sorts.....	free.
Tallow and grease.....	free.
Tanks, iron.....	free.
Tea lead.....	free.
Timber.....	free.
Woods—dye, sandal, and of sorts.....	free.

TABLE OF PROHIBITIONS AND RESTRICTIONS INWARDS.

- Ammunition, arms, gunpowder and utensils of war by way of merchandise, except by license from Her Majesty, for furnishing Her Majesty's public stores only, or under the directions of the Collector by authority of the Governor.
- Books wherein the copyright shall be first subsisting, first composed, or written or printed in the United Kingdom, and printed or reprinted in any other country, and of which notice that copyright subsists shall have been given by the proprietor to the Commissioners of Customs, London.
- Coin, viz., false money, or counterfeit sterling coin of the realm, or any money purporting to be such, not being of the established standard in weight or fineness.
- Dangerous substances, viz., earth-oil, or mineral naphthas, fulminating powder, gun cotton, nitro-glycerine, except by license of the Governor, and under regulations to be made by the Governor, with the advice of the Executive Council, from time to time, for the safe landing and deposit thereof.
- Indecent or obscene prints, paintings, books, cards, lithographs, photographs, engravings, or any other indecent or obscene articles.
- Infected cattle, sheep, or other animals; also hides, skins, horns, hoofs, or any part of cattle or other animal which the Governor may by proclamation prohibit, in order to prevent contagious distemper.
- Fish, grain, and other articles in a damaged, stinking, offensive condition, unfit for food and legitimate use, and likely to breed sickness or any contagious disorders.
- Parts of articles, viz., any distinct or separate part of any article not accompanied by the other part, or all the other parts of such articles, so as to be complete or perfect, if such articles be subject to duty according to the value thereof.

EXPORT DUTIES.

	Rate of Duty.
Royalty on plumbago..... per cwt.	0 25c.
Royalty on elephants..... per head.	Rs. 100 "

No elephants can be shipped for export without the production of a permit for their removal from the district in which the elephants have been captured.

10c. per cwt. on all coffee, tea, and cocoa, and 20c. per cwt. on all cinchona exported.

<sup>(1)</sup> Rebate of duty on goods imported or supplied for the public use of Her Majesty's troops. (Ordinances of 1884.)

# Trade and Commerce.

## HARBOUR DUES.

### I.—DUES LEVIABLE AT THE PORT OF COLOMBO.

#### *Dues Payable by Ships entering the Port.*

	Rs.	c.		Rs.	c.
Up to 50 tons . . . . .	2	50	Over 500 and under 700 tons . . . . .	50	00
Over 50 and up to 100 tons . . . . .	5	00	do 700 do 900 do . . . . .	60	00
do 100 do 150 do . . . . .	7	50	do 900 do 1,100 do . . . . .	70	00
do 150 do 200 do . . . . .	10	00	do 1,100 do 1,300 do . . . . .	80	00
do 200 do 300 do . . . . .	20	00	do 1,300 do 1,500 do . . . . .	90	00
do 300 do 400 do . . . . .	30	00	do 1,500 do 1,800 do . . . . .	100	00
do 400 do 500 do . . . . .	40	00	do 1,800 . . . . .	120	00

These dues to clear a vessel inwards and outwards, providing her stay in the port does not exceed 96 hours.

If exceeding 96 hours and not exceeding 288 hours, one-half of the scale to be added.

If exceeding 288 hours, to pay the same rate outwards as paid inwards.

The above rates to be applicable to all vessels, whether steamers, sailing vessels, or native craft.

#### *Dues Payable by Ships discharging or loading Cargo.*

12½c. per ton upon all cargo discharged or loaded by vessels up to 200 tons register.

25c. per ton upon all cargo discharged or loaded by vessels above 200 tons register.

Cargo brought to the port for transhipment to be free of dues under this heading, if not landed, or if landed and not entered for duty.

Live-stock: cattle, Rs. 1 per head; horses, Rs. 5 per head; sheep and goats, 20c. per head.

Vessels of 300 tons and under to be allowed to land or ship 5 tons of cargo free.

Vessels over 300 tons to be allowed to land or ship 10 tons free.

Coal to pay 25c. a ton inwards only.

#### *Dues Payable on Imports.*

		Rs.	c.
For each butt, pipe, or puncheon . . . . .	for 5 days	0	50
Half pipe or hogshead . . . . .	do	0	25
Barrel or quarter cask . . . . .	do	0	15
Cask or keg of smaller size, and empty cask . . . . .	do	0	10
Crate, cask, or case of hardware, earthenware, or ironmongery . . . . .	do	0	25
Bale, case, or box measuring 60 cubic feet or upwards . . . . .	do	0	25
do do 40 cubic feet and under 60 cubic feet . . . . .	do	0	20
do do 25 do 40 do . . . . .	do	0	15
do do 15 do 25 do . . . . .	do	0	12
do do 10 do 15 do . . . . .	do	0	08
do do 5 do 10 do . . . . .	do	0	06
Each small box or package . . . . .	do	0	04
Bag of rice or sugar . . . . .	do	0	04
Beer, wine, or spirits in bottle, per dozen quarts . . . . .	do	0	04
Coir yarn or rope, in ballot or bundles, per cwt . . . . .	do	0	05
Manure, in bags or casks, per ton . . . . .	do	0	25
Heavy goods, such as metal or timber, per ton . . . . .	do	0	25

Other goods of like size or weight to be charged in proportion to these rates.

These rates to admit of goods remaining at the wharf for a term: not exceeding five days, of which the day of receipt and the day of removal shall each count as one day. Thereafter an additional similar rate to be charged for each succeeding five days, or part thereof. Provided that in the case of goods landed for transhipment and not entered for duty, if shipped within five days from the date of landing, they shall be free of dues under this heading; if not shipped within five days, and warehoused in a bonded warehouse, or in other warehouse than the usual landing warehouses, only one rate shall be chargeable; but, if allowed to remain in the landing warehouses the cumulative rate will be levied after the first five days, which in all cases of transhipment goods will be allowed free.

Coastwise goods brought for transhipment or reshipment, not being through cargo, shall, if landed, pay both import and export dues; if transhipped without being landed, they shall only be liable to export dues.

*Dues Payable on Exports.*

		Rs.	c.
For each leaguer, pipe, or cask of like size.....	for 5 days	0	25
Hogshead or cask of like size.....	do	0	12
Cask or barrel of coffee not weighing more than 3 cwt. gross.....	do	0	06
Cask weighing more than 3 cwt. and less than 7 cwt.....	do	0	08
do	do	0	12
Barrel of plumbago of same size containing other articles, and empty plumbago barrel.....	do	0	07
Each bale, case, or package measuring 60 cubic feet and upwards.....	do	0	25
do	do	0	20
do	do	0	15
do	do	0	12
do	do	0	08
do	do	0	06
Smaller box or package.....	do	0	02
Bag of coffee.....	do	0	04
Bag of cinnamon weighing not more than 100 lbs., or bale under 5 cubic feet.....	do	0	02
Other goods of like size or weight to be charged in proportion to these rates.			
Coir goods in ballots or bundles.....	per cwt.	do	0 04
Cocoanuts, in bags or loose.....	per 100	do	0 04
Timber exported from Colombo.....	per ton	do	0 12
For each box or chest of tea on the net weight, as marked on each package:			
For every 50 lbs.....	do	0	03
For every additional 50 lbs. or fraction thereof.....	do	0	03
Package or box of less weight.....	do	0	02

These rates to admit of goods remaining at the wharf for a term not exceeding five days, of which the day of receipt and the day of removal shall each count as one day. Thereafter an additional similar rate to be charged for each succeeding five days or part thereof.

## II.—PORT DUES LEVIABLE AT ALL PORTS EXCEPT COLOMBO.

Port dues shall be leviable and payable for entry inwards, and for clearance outwards, on all ships arriving at, or departing from, any part of this island (except Colombo), according to the following table. Provided always, that when a vessel has paid port dues inwards or outwards, she shall not be liable for additional port dues for goods carried coastwise during the same voyage:

<i>Port Dues leviable at per ton burthen.</i>		Rs.	c.
On entry inwards with cargo, or passengers, exceeding one person for every two tons.....	ton.	0	08
On clearance outwards with cargo, or with passengers, exceeding one person for every two tons of burthen.....	do	0	08
In the case of mail steamers, of whatever tonnages, the dues either inwards or outwards are not to exceed.....	do	50	00
<i>Composition for port dues.</i>			
Vessels conveying goods between one port and another within the island are allowed to compound for port dues for 12 months.....	ton.	0	50
<i>Exemptions.</i>			
On entry inwards in ballast or with cargo reported for exportation, and the vessels leave the port without breaking bulk or landing passengers, exceeding one person for every two tons.....		Free.	
On clearance in ballast or with the original cargo, if the vessel leaves the port without shipping goods or passengers exceeding one person for every two tons of burthen.....		do	
Ships of 250 tons and upwards, not being mail steamers, landing cargo not exceeding 10 tons and shipping cargo not exceeding 10 tons.....		do	

## WAREHOUSE RENT.

Warehouse rent shall be payable on all imported goods other than goods landed for transhipment lodged in any Queen's warehouse, warehouse, or other place of deposit provided by Government, for all such time as the same shall remain in such warehouse, at such rates and under such regulations as may from time to time be fixed by the Governor; and no goods upon which warehouse rent is due shall be removed until the same be paid.

# Trade and Commerce.

## TABLE OF WAREHOUSE RATES.\*

### I.—SINGLE RATES OF WAREHOUSE RENTS.

	Rs. c.
Butts, pipes, and puncheons, and such like articles.....	0 50
Hogsheads of all kinds.....	0 25
Barrels or quarter-casks of wine, malt, tar, and other articles in similar sized packages.....	0 15
Casks or kegs of nails, oil, turpentine, etc.....	0 10
Bales, cases, of all descriptions :	
60 cubic feet and upwards.....	0 25
40 do to 60 cubic feet.....	0 20
25 do to 40 do.....	0 15
15 do to 25 do.....	0 12
10 do to 15 do.....	0 08
5 do to 10 do.....	0 06
Small boxes, packages, and parcels.....	0 04
Bags of rice and other grain.....	0 04
Sugar.....	0 04
Flour.....	0 04
Fish.....	0 04
Vegetables and miscellaneous articles.....	0 04
Crates or casks of glass, crockery, and such like.....	0 25
Wines, spirits in 3 doz. cases.....	0 12
do 2 do.....	0 08
do 1 do.....	0 04
Oilmanstores, in 3 do.....	0 12
do 2 do.....	0 08
do 1 do.....	0 04
Hardware in casks or crates :	
Ordinary size.....	0 25
Large size.....	0 25
Metals and iron, also castings (tons).....	0 25
Staves, shooks, in bundles.....	0 06
Tea shooks (packages) to contain 100 lbs.....	0 06
do do 50 lbs.....	0 04
Coir yarn, and rope (in cwt.).....	0 05
Pianos and carriages.....	0 50
Large iron drums, for citronella oil, etc.....	0 25
Asphalte (tons).....	0 25
Manure do.....	0 25
Cement (barrels).....	0 15
Timber, including teak staves (tons).....	0 25
Powder in large barrels.....	0 25
Powder in small barrels.....	0 10

Other goods of like size and weight to be charged in proportion to the above rates.

Goods may remain in the said warehouse or places of deposit on payment of said rates for any time not exceeding three days, exclusive of Sundays and holidays, after which, as provided by section 27 of the said ordinance, such goods shall be liable to double rent at the said rates for each additional week or part thereof for such time as they may remain in such warehouse or place of deposit.

### II.—BONDED WAREHOUSE.

The following rates will be charged on all goods warehoused in the bonded warehouses :

Rent will commence on the day the goods are deposited therein, and a week's rent will be charged on all fractions of a week.

			Rs. c.
For each butt, pipe, or puncheon.....	for a week.		0 40
Half pipe or hogshead.....	do		0 20
Barrel or quarter cask.....	do		0 12
Octave, or cask of like size.....	do		0 08
Crate, cask, or cases of hardware, earthenware, or ironmongery.....	do		0 20
Bale, case, or package measuring 60 cubic feet or upwards.....	do		0 20
do do 40 cubic feet and under 60.....	do		0 16
do do 25 do 40.....	do		0 12
do do 15 do 25.....	do		0 08
do do 10 do 15.....	do		0 06
do do 5 do 10.....	do		0 04
Smaller box or package.....	do		0 02
Bag of sugar.....	do		0 04
Iron, or other heavy goods in bulk.....	ton.		0 20
Beer, wine, or spirits.....	12 qts.	do	0 01

\* The Queen's bonded warehouses have been leased to the Wharf and Warehouse Company, Limited.  
(See ordinance 10 of 1876.)

## III.—EXPORTS.

The following rates will be charged on all goods brought for shipment. Such goods will be allowed three clear days free of rent, and rent will not be charged until the fifth day, after which they will become liable to the payment of a daily rent. Goods brought for shipment, but removed without being shipped, shall be liable to rent from and for the day on which they were brought; but no rent shall be charged for goods brought to the wharf and returned on the same day, nor for days on which the master attendant hoists the storm flag:

		Rs.	c.
For each leaguer, pipe, or cask of like size .....	for a day	0	25
Hogshead or cask of like size .....	do	0	12
Cask or barrel of coffee, not weighing more than 3 cwt. gross. ....	do	0	06
do weighing more than 3 and less than 7 cwt. ....	do	0	08
do do 7 cwt. ....	do	0	12
Barrel of plumbago .....	do	0	07
Bale, case, or package measuring 60 cubic feet and upwards. ....	do	0	25
do 40 and under 60 cubic feet. ....	do	0	20
do 25 do 40 do .....	do	0	15
do 15 do 25 do .....	do	0	12
do 10 do 15 do .....	do	0	08
do 5 do 10 do .....	do	0	06
Smaller box or package .....	do	0	02
Bag of coffee .....	do	0	04
Cott goods in ballots or bundles .....	per cwt. do	0	04

# Trade and Commerce.

## SARAWAK.

### IMPORT DUTIES.

<i>Imports from over Sea.</i>		\$	cts.
Brandy, per dozen		0	50
Firearms, musket, (permit required), per barrel		2	00
Gin, per case of 15 bottles		3	00
do old tom, per dozen		0	50
Jar, gusi, each		5	00
Rum, per dozen		0	50
Salt, per coyan		20	00
Whisky, per dozen		0	50
<i>Out Stations.</i>			
Brass guns, lelahs, per picul		4	00
Brassware, brass wire, &c., per picul		7	20
do and copper sheathing, (old), per picul		3	60
Iron and steel, per picul		0	50
Jars, tajows, (new), each		0	50
do (old), each		4	00
Salt Nipa, per 100 garris		0	18
Tetawaks, chanangs, gongs, &c., per picul		7	20
Tobacco, Java, per basket		2	00
do Chinese, per case		3	00
do Palembang and other kinds, per picul		10	00
<b>EXPORT DUTIES.</b>			
Billian and other timbers, per ton of 40 cubic feet		1	00
do shingles, posts, planks, &c., per picul		0	10
Bees' wax, per picul		2	00
Birds' nests, white, per cent		5	00
do ordinary and black, per picul		10	00
Bezoar stones, camphor, fish, blackan, dried prawns, kayu laka, &c., kulit tengar, and vegetable tallow, per cent		5	00
Canes, penang lawyers, &c., per 1,000		0	50
do Malacca, per 1,000		0	50
Gambier, per picul		0	10
Gutta percha and India rubber, per picul		3	00
Pepper, per picul		0	20
Planks, &c., (see billian)		0	10
Rattans, Segu, per picul		0	10
do Tumoi, &c., per 100		0	25
Sago, raw, per coyan		4	00
do manufactured flour, or pearl, tapioca, raw or manufactured, 2½ per cent		2½	00

The above to apply throughout the territory if exported direct to a foreign port.

+ 1 picul = 133½ lbs.

1 coyan = 2 tons 7 cwt. 2 qrs. 18 lbs.

## BRITISH NORTH BORNEO.

## IMPORT DUTIES.

	\$	cts.
Alcoholic liquors—		
Malt liquors, per doz. quarts.....	0	25
Claret, under \$6 value, per doz. quarts.....	1	50
Spirits and other wines, per doz. quarts.....	1	00
Gin, per doz. quarts.....	1	25
do 15 square flasks.....	3	00
Arrack or Chinese wines, 10 p. c. <i>ad valorem</i> .		
Tobacco—		
Chinese, per case of 140 packages.....	4	00
do do 200 do.....	6	00
European, American or Phillipine, per lb.....	10	
do cigars, per 100.....	20	
do cigarettes, per 100.....	10	
Java, Sumatra, Palembang or Sulu tobaccos, per catty.....	10	
Native, per 10 bilis, or same as Java, at option of government.....	01	
Burmah, Ceylon or Indian cigars, per 50 large or 100 small.....	10	
Matches, per 10 boxes of 50 to 70.....	03	
Brass wire, 5 p. c. <i>ad valorem</i> .		
Salt, per picul.....	2	00

## EXPORT DUTIES AND ROYALTIES.

Gutta percha (Gutta Merah), and India-rubber, per picul.....	5	00
Gutta percha, white (Gutta puteh, Semelam or Mincun), per picul.....	1	50
Beeswax, per picul.....	3	00
Rattan (Segah) Kinabatangan labuk, sugut, &c., per picul.....	50	
Rattans, sabereau, per picul.....	25	
Damar, batu, per picul.....	6	
do daging, per picul.....	50	
Birds' nests, white and red, Nos. 1, 2 and 3, per catty.....	70	
do black, Nos. 1, 2 and 3, per catty.....	10	
do Silam, white, Nos. 1, 2 and 3, per catty.....	1	20
do black, Nos. 1, 2 and 3, per catty.....	16	
Ivory, per catty.....	16	
Camphor, armadillo skin (Sesik Tenggiling), bezoar stones (Gulegah), all other jungle produce, pearls and seed pearls, tortoise shell (Sesik Penya), bêche de mer (trepang) clam, dried (Kemah); shells, M.O.P., large and small, green, snail or any other; mangrove wood, barks and roots, native tobacco, palm leaf ataps and nebongs, 10 p. c. <i>ad valorem</i> .		
Paddy and rice, if for export to foreign countries, 2½ p. c.		
Raw sago, per picul.....	5	
Sago flour, per picul.....	8	
Preserved prawns (Blachan), per picul.....	50	
Timber, in round or squared logs, per ton, of 40 cubic ft.....	1	00
do sawn into deals or planks, per ton, of 50 cubic ft.....	32	
Old jars, below 20 piculs value, 5 p. c. <i>ad valorem</i> .		
do value, 20 piculs and over \$20, or 1 picul per jar.		

The sale of opium, is farmed. Importation of or trading in arms or ammunition is prohibited. Licenses are required for the manufacture or sale of alcoholic liquors, for carrying firearms, for keeping dogs and for inland trading expeditions.



# Trade and Commerce.

## LABUAN.

### IMPORT DUTIES.

	\$	cts.
Brandy, arrack, and other spirits, per dozen quarts or two gallons .....	3	00
Wines, per dozen quarts, or two gallons .....	2	00
Beer do do .....	0	40
Toddy do do .....	0	40
Cigars, per lb. ....	0	20
Manufactured tobacco, 10 cents per lb. ....	0	10
Fish (fresh or dried), 5 per cent on value imported.....		

There is no export duty.

## BRITISH NEW GUINEA.

*Customs Tariff (as published in 1890.)*

## IMPORT DUTIES.

		£	s.	d.
Arrowroot, sago, tapioca, maizena, maccaroni, starch, corn flour.....	lb.	0	0	1
Aerated or mineral waters.....	doz. pints.	0	0	6
Beer, ale, porter, cider (in bottle).....	6 qts. or 12 pts.	0	0	9
do do (in wood or jar).....	gall.	0	0	6
Biscuits (fancy or sweetened).....	lb.	0	0	1
Blue.....	"	0	0	1
Bacon.....	"	0	0	1
Barley, split peas.....	"	0	0	1
Cordage and rope.....	ton.	0	10	0
Cigars and cigarettes, including wrappers.....	lb.	0	4	0
Coffee, cocoa, chocolate and chicory.....	"	0	0	2
Confectionery, including cakes, comfits, ginger, butterine, sweatmeats, and nuts of all kinds except cocoanuts.....	"	0	0	2
Caps (percussion).....	100	0	0	1
Cheese.....	lb.	0	0	1
Candles.....	"	0	0	1
Cordials and syrups, not included under spirits.....	gall.	0	1	0
Dynamite.....	lb.	0	0	3
Dates, figs, prunes, raisins and other dried fruit.....	"	0	0	1
Fruits, bottled or in tins or jars.....	doz. pts.	0	1	0
Glue, gelatine, isinglass.....	lb.	0	0	1
Hams and cured pork.....	"	0	0	1
Hops.....	"	0	0	1
Jams, jellies and honey.....	"	0	0	1
Kerosine.....	gall.	0	0	6
Lead, including shot and bullets.....	cwt.	0	2	4
Methylated spirits.....	gall.	0	2	0
Molasses and treacle.....	cwt.	0	2	0
Malt.....	bush.	0	0	6
Mustard.....	lb.	0	0	1
Opium, or any article containing any of the active ingredients thereof.....	"	1	0	0
Oils, not otherwise enumerated.....	gall.	0	0	6
Powder, sporting.....	lb.	0	0	3
Pepper, mace and other spices.....	"	0	0	1
Paper, brown, wrapping, and paper bags.....	cwt.	0	2	0
Potted meat and extract of meat.....	lb.	0	0	2
Rice.....	ton.	0	10	0
Spirits of the strength of proof, or of greater strength than proof, by Sykes's hydrometer.....	proof gall.	0	12	0
Spirits and spirituous compounds under proof, or of which the strength cannot be ascertained by Sykes's hydrometer.....	gall.	0	12	0
Case spirits, reputed contents of two, three or four gallons shall be charged: Two gallons and under as two gallons; over two gallons and not exceeding three, as three gallons; over three and not exceeding four, as four gallons.....				
Soap, hard and soft.....	lb.	0	0	0½
Salt, saltpetre and soda crystals.....	ton.	0	10	0
Sugar.....	cwt.	0	2	4
Tobacco, manufactured.....	lb.	0	3	0
do "trade" and unmanufactured.....	"	0	1	0
Tea.....	"	0	0	2
Turpentine.....	gall.	0	1	0
Varnish.....	"	0	1	0
Vinegar.....	"	0	0	6
Wines, sparkling.....	"	0	6	0
do Australian.....	"	0	2	0
do other kinds.....	"	0	4	0
do containing over 25 p.c. alcohol.....	"	0	12	0
Wire rope.....	ton.	0	10	0

## Trade and Commerce.

The following articles pay an import duty of 10 per cent. *ad valorem* :—

Boots and shoes; brushware; basketware; blacking; bath-brick; baking powder; boxes and trunks of wood, leather, or metal; crockery, clocks and watches; cutlery; cartridges or cartridge cases; drapery, including apparel and all material composed wholly or in part of cotton, silk, linen, wool or other woven fabric; drugs, including all articles of the kind and form used as medicines; earthenware; fish, preserved; firearms; fuse and fireworks; floor cloth; glass and glassware; gutta-percha and India-rubber or manufactures of, in whole or in part; hardware and hollowware, ironmongery; ink, stationery, and paper (writing and fancy); jewelry; leather and leatherware, including all articles made wholly or in part of leather; matches and fuses; matting; musical instruments; oilman's stores; oil, perfumed; pickles, including chutney and sauces; perfumery; printed forms; pipes (tobacco); pictures and picture frames; platedware; sponges; toys; tinware; twine and lines for fishing; clothes; lead and similar lines; umbrella and parasols; whiting; woodenware; zinc manufactures or in sheets, rolls or pipes.

The following articles are exempt from import duty :—

Agricultural and mining implements; machines and tools and parts thereof; animals, alive; anchors; axles and wheels.  
Biscuits not fancy or sweetened; ballast for ships; béche-de-mer; boats and vesels, and sails therefor; books and periodicals, including newspapers, photographs, maps, charts, globes and models for school purposes; boiler, steam and boiler plates; bags and sacks, casks, tanks and cases or parts thereof for exporting produce.  
Canvas for sails; cement; coin, gold, silver and bronze; copper, sheet, plain, rods, tacks, nails; chains and cables; coal and coke, cocoanuts and cocconut fibre and copra; cotton unmanufactured; curiosities, antique and "native."  
Diving pumps and dress, and parts thereof; doors, windows, sashes, and shutters; drain pipes.  
Engines steam, gas.  
Flour, including "seconds," "thirds," and "fourths"; furniture; fruit, green; fire engines; fish, salted or dried.  
Garden seeds, bulbs, trees, shrubs, plants, flowers; grain maize, wheat, oats, barley; galvanized iron, corrugated; fold unmanufactured; grindstones.  
Iron and steel rails, and wagons for running thereon, including plates, bolts, and nuts therefor; iron and steel, plain sheet, rod, scrap, hoop.  
Luggage, personal, of passengers; lining for chests to export produce, lead, tin, zinc, paper, plain and medicated; living oysters; lithographic materials.  
Machinery, agricultural, mining, sawing, steam engines, carding, spinning, weaving, dyeing, freezing, carpentering, papermaking, printing, ice-making, or parts thereof; meat, fresh, preserved, and salt; meals, maize, oats barley and pease; manures; metals, old, yellow, for sheathings; mattings for ships dunnage and sugar.  
Naval and military stores imported for the service of the Colonial Government or for the use of Her Majesty's land or sea forces; nails and screws; nets for fishing.  
Oakum, oars, outside packages in which goods are ordinarily contained; ores.  
Paints; paper, printing; powder, blasting; punts and lighters and material for building the same.  
Quicksilver.  
Sandalwood; sewing machines; shell, tortoise and pearl; skins; slates for schools; silver unmanufactured; specimens of natural history; sulphur.  
Tar; type and printing machines and presses; tanks; tents; telegraph and telephone machinery and materials; timber, dressed or undressed.  
Vegetables, fresh potatoes, onions, carrots, turnips, cauliflower, cabbages and beet-root.  
Water pipes; wire (fencing) and wire netting (iron) for fencing and iron fencing materials.

On all goods not enumerated or comprised in the preceding, an *ad valorem* duty of five per cent is levied.

F I J I.  
IMPORT DUTIES.

		£	s.	d.
Arrowroot, corn flour, maizena, sago, tapioca, /	lb.	0	0	1
Aerated or mineral waters	doz. pts.	0	0	9
Beer, ale, porter, (in bottles)	gall.	0	1	0
Beer, ale, porter, spruce and other beers, in wood or jar	"	0	0	9
Bottled fruits, per dozen pints, or smaller quantities	"	0	1	0
Biscuits (sweetened or fancy)	lb.	0	0	1
Blue; bacon	"	0	0	2
Barley and split peas	"	0	0	1
Cordage and rope	ton.	0	30	0
Cigars and cigarettes	lb.	0	5	0
Coffee, chicory, cocoa, chocolate, tea, comfits, confectionery and succades	"	0	0	3
Caps, percussion	100	0	0	1
Cheese	lb.	0	0	2
Candles	"	0	0	1
Cordials and syrups	gall.	0	2	0
Cider { in bottle }	"	0	1	0
{ in wood }	"	0	1	0
Dynamite and lithofracteur	lb.	0	0	6
Dates and fruit, dried or preserved	"	0	0	2
Drugs, including all articles of the kind and form used as medicines, 15 per cent <i>ad valorem</i>				
Firearms, 20 per cent <i>ad valorem</i>				
Galvanized iron, in bars, sheets, bundles or corrugated	ton	0	40	0
Ginger		0	0	3
Gelatine, isinglass		0	0	3
Hams or cured pork	lb.	0	0	2
Hops	"	0	0	3
Honey	"	0	0	2
Iron wire (black) and iron bars, rods, plates, sheets and bundles	ton	0	20	0
Jewellery, 20 per cent <i>ad valorem</i>				
Jams and jellies	lb.	0	0	1
Kerosene, not less than 15 degrees	gall.	0	0	6
do all other tests	"	0	1	3
Lead (including shot and bullets)	cwt.	0	5	0
Laths	m.	0	2	0
Methylated spirits	gall.	0	2	0
Molasses and treacle	cwt.	0	3	0
Malt	bush.	0	0	6
Mustard	lb.	0	0	1
Macaroni and vermicelli	"	0	0	3
Mace	"	0	0	3
Machinery oil	gall.	0	0	6
Nuts (all kinds except cocanuts)	lb.	0	0	2
Oatmeal	"	0	0	1
Opium	"	0	15	0
Oils of all kinds (except oils for medicinal use)	gall.	0	0	9
Oil, perfumed and perfumery, 15 per cent <i>ad valorem</i>				
Oats	bush.	0	0	6
Powder (sporting)	lb.	0	0	6
Pepper	"	0	0	2
Paper, brown (wrapping and printing) and paper bags	cwt.	0	3	0
Palings	m.	0	2	0
Rice	ton.	0	40	0
Snuff	lb.	0	2	0
Spirits and spirituous compounds	gall.	0	14	0
Starch	lb.	0	0	3
Spices	"	0	0	1
Soap (hard and soft)	"	0	0	1
Soap (fancy scented or medicated) 15 per cent <i>ad valorem</i>				
Salt, saltpetre and soda (crystals)	ton.	0	20	0
Shingles	m.	0	2	0
Sugar	lb.	Free.		
Timber, undressed, per 100 feet superficial		0	1	6
Timber, dressed or surfaced, per 100 feet superficial		0	2	0
Tobacco manufactured	lb.	0	3	0
do unmanufactured	"	0	1	0
Turpentine	gall.	0	1	0
Varnish	"	0	2	0
Vinegar, per gallon, in bulk or bottle		0	0	6
Wine, Bordeaux (claret) Australian in bulk or bottle	gall.	0	2	0
Wine, other, in bulk or bottle	"	0	4	0
Wine, sparkling	"	0	6	0
Wire rope	ton.	0	20	0
Hardware and ironmongery, 12½ per cent <i>ad valorem</i>				

## Trade and Commerce.

The following articles pay an import duty of 10 per cent *ad valorem* :—

Boots and shoes ; brushware ; basketware ; blacking ; bath-brick ; baking powder ; boxes and trunks of wood, leather, or metal ; crockery, clocks and watches ; cutlery ; cartridges or cartridge cases ; drapery, including apparel and all material composed wholly or in part of cotton, silk, linen, wool, or other woven fabric ; drugs, including all articles of the kind and form used as medicines ; earthenware ; fish, preserved ; firearms ; fuze and fireworks ; floor cloth : glass and glassware ; gutta-percha and India-rubber, or manufactures of, in whole or in part ; hardware and hollow-ware, ironmongery ; ink, stationery and paper (writing and fancy) ; jewellery ; leather and leatherware, including all articles made wholly or in part of leather ; matches and fuses ; matting ; musical instruments ; oilman's stores ; oil, perfumed ; pickles, including chutney and sauces ; perfumery ; printed forms ; pipes (tobacco) ; pictures and picture frames ; plated ware ; sponges ; toys ; tinware ; twine and lines for fishing ; clothes, lead and similar lines ; umbrellas and parasols : whitening ; woodenware ; zinc manufactures or in the sheets, rolls, or pipes.

The following articles are exempt from import duty :—

Agricultural and mining implements ; machines and tools and parts thereof ; animals, alive ; anchors ; axles and wheels.

Biscuits not fancy or sweetened ; ballast for ships ; bêche-de-mer ; boats and vessels, and sails therefor ; books and periodicals, including newspapers, photographs, maps, charts, globes, and models for school purposes ; boilers, steam, and boiler plates ; bags and sacks, casks, tanks, and cases, or parts thereof for exporting produce.

Canvas for sails ; cement ; coin, gold, silver and bronze ; copper, sheet, plain, rods, tacks, nails ; chains and cables ; coal and coke, cocoanuts and cocoa-fibre and copra ; cotton unmanufactured ; curiosities, antique and " native."

Diving pumps and dresses, and parts thereof ; doors, windows, sashes, and shutters ; drain pipes.

Engines, steam, gas.

Flour, including " seconds," " thirds," and " fourths ;" furniture ; fruit, green ; fire engines ; fish, salted or dried.

Garden seeds, bulbs, trees, shrubs, plants, flowers ; grain, maize, wheat, oats, barley ; galvanized iron, corrugated ; fold, unmanufactured ; grindstones.

Iron and steel rails, and wagons for running thereon, including plates, bolts, and nuts therefor ; iron and steel, plain, sheet, rod, scrap, hoop.

Luggage, personal, of passengers ; lining for chests to export produce, lead, tin, zinc, paper, plain and medicated ; living oysters ; lithographic materials.

Machinery, agricultural, mining, sawing, steam engines, carding, spinning, weaving, dyeing, freezing, carpentering, paper-making, printing, ice-making, or parts thereof ; meat, fresh, preserved, and salt ; meals, maize, oats, barley, and peas ; manures ; metals, old, yellow, for sheathing ; matting for ships' dunnage and sugar.

Naval and military stores imported for the service of the Colonial Government or for the use of Her Majesty's land or sea forces ; nails and screws ; nets for fishing.

Oakum, oars, outside packages in which goods are ordinarily contained ; ores.

Paints ; paper, printing ; powder, blasting ; punts and lighters and material for building the same.

Quicksilver.

Sandalwood ; sewing machines ; shell, tortoise and pearl ; skins ; slates for schools ; silver ; unmanufactured ; specimens of natural history ; sulphur.

Tar ; type and printing machines and presses ; tanks ; tents ; telegraph and telephone machinery and materials ; timber, dressed and undressed.

Vegetables, fresh potatoes, onions, carrots, turnips, cauliflower, cabbages, and beet-root.

Water pipes ; wire (fencing) and wire netting (iron) for fencing and iron fencing materials.

On all goods not enumerated or comprised in the preceding, an *ad valorem* duty of 5 per cent is levied.

## THE CUSTOMS TARIFF OF NEW ZEALAND.

(REVISED UP TO NOVEMBER 30, 1891.)

(As published June, 1892.)

## SCHEDULE A.

## Table of Duties of Customs.

NOTES.—The word “iron,” where used in this Schedule or in Schedule B, includes steel, or steel and iron combined.

The abbreviation “n.o.e.” means “not otherwise enumerated.”

## NAMES OF ARTICLES AND RATES OF DUTY.

- 1 Acid, acetic, 1½d. the lb.
- 2 Acid, tartaric, 1d. the lb.
- 3 Aerated and mineral waters and effervescing beverages, £20 per cent *ad valorem*.
- 4 Ale, porter, beer of all sorts, cider and perry, the gallon, or for six reputed quart bottles, or twelve reputed pint bottles, 1s. 6d. the gallon.
- 5 Almonds, in the shell, 2d. the lb.
- 6 Almonds, shelled, n.o.e., 3d. the lb.
- 7 Apothecaries' wares £15 per cent *ad valorem*.
- 8 Apparel and ready-made clothing, and all articles, n.o.e. made up wholly or in part from textile or other piece-goods, £25 per cent *ad valorem*.
- 9 Bacon and hams, 2d. the lb.
- 10 Bags, flour, £20 per cent *ad valorem*.
- 11 Bags, calico, forfar, hessian, and linen, £20 per cent *ad valorem*.
- 12 Bagging and bags, n.o.e., £15 per cent *ad valorem*.
- 13 Baking powder, £15 per cent *ad valorem*.
- 14 Baskets and wickerware, £20 per cent *ad valorem*.
- 15 Bellows other than forge, £15 per cent *ad valorem*.
- 16 Bicycles, tricycles, and the like vehicles, £20 per cent *ad valorem*.
- 17 Biscuits, ships', plain and unsweetened, 3s. the cwt.
- 18 Biscuits, other kinds, 2d. the lb.
- 19 Bitters, in bottles, jars, or other vessels packed in cases or other packages, 16s. the liquid gallon.
- 20 Bitters, in bulk, 15s. the liquid gallon.
- 21 Blacking and boot-gloss, £20 per cent *ad valorem*.
- 22 Blacklead, £20 per cent *ad valorem*.
- 23 Blankets, £20 per cent *ad valorem*.
- 24 Blocks, wooden tackle, £20 per cent *ad valorem*.
- 25 Blue, 2d. the lb.
- 26 Boiled sugars, comfits, lozenges, Scotch mixtures and sugar-candy, 2d. the lb., including internal packages.
- 27 Boilers, land and marine, £20 per cent *ad valorem*.
- 28 Boots, shoes, slippers, goloshes, clogs and patten, n.o.e., £20 per cent *ad valorem*.
- 29 Boot and shoe vamps and uppers and laces, £20 per cent *ad valorem*.
- 30 Brass cocks, valves, unions, lubricators and whistles, £20 per cent *ad valorem*.
- 31 Brass manufactures, n.o.e., £20 per cent *ad valorem*.
- 32 Brooms and brushes, n.o.e., £20 per cent *ad valorem*.
- 33 Brushware, n.o.e., £20 per cent *ad valorem*.
- 34 Buckets and tubs, of wood, £20 per cent *ad valorem*.
- 35 Candied peel, 5d. the lb.
- 36 Candles, 2d. the lb. or package of that reputed weight, and so in proportion for packages of greater or less reputed weight.
- 37 Capers, £20 per cent *ad valorem*.
- 38 Caps, apparel, £20 per cent *ad valorem*.
- 39 Caps, percussion, 1s. the thousand.
- 40 Cards, playing, 6d. the pack.
- 41 Carpet bags, £20 per cent *ad valorem*.
- 42 Carpets, £15 per cent *ad valorem*.
- 43 Carriage seeds, £15 per cent *ad valorem*.
- 44 Carriages, carts, drays, wagons and perambulators, and wheels for the same, £20 per cent *ad valorem*.
- 45 Carriage shafts, spokes, felloes, and naves or hubs, bent wheel rims, and other bent carriage-timber n.o.e., £15 per cent *ad valorem*.
- 46 Cartridges and cartridge cases, £15 per cent *ad valorem*.
- 47 Catsup, £20 per cent *ad valorem*.
- 48 Cement, 2s. the barrel.

## Trade and Commerce.

- 49 Chaff, £1 the ton.  
 50 Chaff-cutters, corn-crushers, and corn-shellors, £20 per cent *ad valorem*.  
 51 Chicory, 3d. the lb.  
 52 China, porcelain and parianware, £20 per cent *ad valorem*.  
 53 Chocolate, 3d. the lb.  
 54 Chocolate confectionery, and all preparations of chocolate or cocoa, 3d. the lb., including internal packages.  
 55 Chutney, £20 per cent *ad valorem*.  
 56 Cigars and cigarettes, 7s. the lb.  
 57 Clocks, £20 per cent *ad valorem*.  
 58 Cocoa, 3d. the lb.  
 59 Coffee, raw, 3d. the lb.  
 60 Coffee, roasted, 5d. the lb.  
 61 Coffee, essence of, £15 per cent *ad valorem*.  
 62 Collars and cuffs, of paper or other material, £25 per cent *ad valorem*.  
 63 Composition piping, 3s. 6d. the cwt.  
 64 Confectionery, n.o.e., 2d. the lb., including internal packages.  
 65 Copper manufactures, n.o.e., £20 per cent *ad valorem*.  
 66 Copying-presses, £15 per cent *ad valorem*.  
 67 Cordage and rope, n.o.e., £20 per cent *ad valorem*.  
 68 Cordials, in bottles, jars, or other vessels, packed in cases or other packages, 16s. the liquid gallon.  
 69 Cordials, in bulk, 15s. the liquid gallon.  
 70 Corks bottling, £15 per cent *ad valorem*.  
 71 Cotton counterpanes, £20 per cent *ad valorem*.  
 72 Cotton piece-goods, n.o.e., £10 per cent *ad valorem*.  
 73 Crab-winchcs, cranes, n.o.e., capstans and windlasses, £20 per cent *ad valorem*.  
 74 Cream of tartar, 1d. the lb.  
 75 Curry powder and paste, £20 per cent *ad valorem*.  
 76 Cutlery, £20 per cent *ad valorem*.  
 77 Desks, £20 per cent *ad valorem*.  
 78 Doors, plain, 2s. each.  
 79 Doors, glazed with ornamental glass, 4s. each.  
 80 Drainage pipes and tiles, £20 per cent *ad valorem*.  
 81 Drained peel, 3d. the lb.  
 82 Drapery, n.o.e., £20 per cent *ad valorem*.  
 83 Drawings, £15 per cent *ad valorem*.  
 84 Dressing-cases, £20 per cent *ad valorem*.  
 85 Drugs and druggists' sundries, £15 per cent *ad valorem*.  
 86 Drugget, £15 per cent *ad valorem*.  
 87 Earthenware, stoneware, and brownware, £20 per cent *ad valorem*.  
 88 Earthen flooring and garden tiles, £20 per cent *ad valorem*.  
 89 Earthen gas-retorts, £20 per cent *ad valorem*.  
 90 Essences, flavouring, £15 per cent *ad valorem*.  
 91 Fancy goods, and toys, £20 per cent *ad valorem*.  
 92 Feathers, ornamental, including ostrich, £25 per cent *ad valorem*.  
 93 Filters, £20 per cent *ad valorem*.  
 94 Firearms: Fowling-pieces, rifles, and other kinds, £15 per cent *ad valorem*.  
 95 Firebricks, n.o.e. fireclay ground, and fireclay goods, £20 per cent *ad valorem*.  
 96 Fireworks, n.o.e., £20 per cent *ad valorem*.  
 97 Fish, dried, pickled, or salted, n.o.e., 10s. the cwt.  
 98 Fish, potted and preserved, 2d. the lb. or package of that reputed weight, and so in proportion for packages of greater or less reputed weight.  
 99 Fish-paste, £20 per cent *ad valorem*.  
 100 Floor cloth, £15 per cent *ad valorem*.  
 101 Fruit, fresh, namely, apples, pears, plums, cherries, peaches, nectarines, apricots, quinces, tomatoes, and lemons, ½d. the lb.  
 102 Fruits, dried, 2d. the lb.  
 103 Fruits, preserved in juice or syrup, £20 per cent *ad valorem*.  
 104 Fruit pulp and partially-preserved fruit, n.o.e., 1½d. the lb.  
 105 Fruit preserved by sulphurous acid, ½d. the lb.  
 106 Furniture and cabinetware, n.o.e., and other than iron, £25 per cent *ad valorem*.  
 107 Furniture knife and plate powder and polish, £15 per cent *ad valorem*.  
 108 Furs £25 per cent *ad valorem*.  
 109 Galvanized-iron manufactures, n.o.e., £25 per cent *ad valorem*.  
 110 Gaspipes, iron, £5 per cent *ad valorem*.  
 111 Gelatine, £15 per cent *ad valorem*.  
 112 Glass, crown, sheet, and common window, 2s. the 100 ft. superficial.  
 113 Glass, plate, polished, coloured, and other kinds, n.o.e., £15 per cent *ad valorem*.  
 114 Glassware, £15 per cent *ad valorem*.  
 115 Globes and chimneys for lamps, £15 per cent *ad valorem*.  
 116 Glucose, 1d. the lb.  
 117 Glue and size, 1½d. the lb.  
 118 Glycerine, refined, £15 per cent *ad valorem*.  
 119 Grain, namely, barley, 2s. the 100 lb.  
 120 Grain and pulse of every kind, n.o.e., 9d. the 100 lb.

- 121 Grain and pulse of every kind, when ground or in any way manufactured, n.o.e., 1s. the 100 b.  
 122 Greenstone, cut and polished, £20 per cent *ad valorem*.
- 123 Haberdashery, n.o.e., £20 per cent *ad valorem*.  
 124 Hair brushes and combs, £20 per cent *ad valorem*.  
 125 Hardware, ironmongery, and hollowware, £20 per cent *ad valorem*.  
 126 Harness, £20 per cent *ad valorem*.  
 127 Harness oil and composition and leather-dressing, £15 per cent *ad valorem*.  
 128 Hats, £20 per cent *ad valorem*.  
 129 Honey, 2d. the lb.  
 130 Hops, 6d. the lb.  
 131 Hosiery, n.o.e., £20 per cent *ad valorem*.  
 132 Handbills, programmes and circulars, playbills and printed posters, £20 per cent *ad valorem*.
- 133 Ink, writing, £20 per cent *ad valorem*.  
 134 Iron bridges and iron material, n.o.e., for the construction of bridges, wharfs, jetties, or patent slips, £20 per cent *ad valorem*.  
 135 Iron fencing-wire, 1s. the cwt.  
 136 Iron barbed fencing-wire, 2s. the cwt.  
 137 Iron gates and gate-posts, staples, standards, straining posts and apparatus, £20 per cent *ad valorem*.  
 138 Iron columns for buildings, and other structural ironwork, £20 per cent *ad valorem*.  
 139 Iron doors for safes and vaults, £20 per cent *ad valorem*.  
 140 Iron galvanized tiles, ridging, guttering, and spouting, £20 per cent *ad valorem*.  
 141 Iron galvanized corrugated sheets, screws, and nails, 2s. the cwt.  
 142 Iron plain galvanized sheet and hoop, 1s. 6d. the cwt.  
 143 Iron nails, 2s. the cwt.  
 144 Iron pipes, and fittings for same, wrought, £5 per cent *ad valorem*.  
 145 Ironwork and wirework, £20 per cent *ad valorem*.  
 146 Iron tanks, 10s. each.  
 147 Iron tanks of and under 200 gallons, 5s. each.  
 148 Iron weighbridges for carts, £20 per cent *ad valorem*.  
 149 Isinglass, £15 per cent *ad valorem*.
- 150 Jams, jellies, marmalade, and preserves, 2d. the lb. or package of that reputed weight, and so in proportion for packages of greater or less reputed weight.  
 151 Japanned and lacquered metalware, £25 per cent *ad valorem*.  
 152 Jewellery, £20 per cent *ad valorem*.
- 153 Lamps, lanterns, and lamp-wick, £15 per cent *ad valorem*.  
 154 Lawn-mowers, £20 per cent *ad valorem*.  
 155 Lead in sheets, 1s. 6d. the cwt.  
 156 Lead piping, 3s. 6d. the cwt.  
 157 Leather, chamois, £15 per cent *ad valorem*.  
 158 Leather:  
     Belting and belt, harness, bridle, legging, and bag leather, 6d. the lb.  
     Kip (other than East India kip), cordovan, kangaroo (tanned), levant cow and horse hides, 3d. the lb.  
     Buff, split, roans, persians, sheepskins or basils, lambskins and goatskins (dressed), 2d. the lb., n.o.e., including sole-leather and East India kip, 1d. the lb.
- 159 Leather bags, £20 per cent *ad valorem*.  
 160 Leather cut into shapes, £20 per cent *ad valorem*.  
 161 Leather-cloth bags, £20 per cent *ad valorem*.  
 162 Leather leggings, £20 per cent *ad valorem*.  
 163 Leather manufactures, n.o.e., £20 per cent *ad valorem*.  
 164 Liqueurs, in bottles jars, or other vessels, packed in cases or other packages, 16s. the liquid gallon.  
 165 Liqueurs in bulk, 15s. the liquid gallon.  
 166 Liquorice, £15 per cent *ad valorem*.  
 167 Looking-glasses, £15 per cent *ad valorem*.  
 168 Lime and lemon juice, sweetened or aerated, £20 per cent *ad valorem*.
- 169 Machinery, n.o.e., £20 per cent *ad valorem*.  
 170 Magic-lanterns and dissolving view apparatus and slides, £20 per cent *ad valorem*.  
 171 Maize, 9d. the 100 lb.  
 172 Maizena and cornflour, ¼d. the lb.  
 173 Malt, 2s. the bushel.  
 174 Mantelpieces, £20 per cent *ad valorem*.  
 175 Marble, granite, and other stone, sawn on not more than two sides, and not dressed or polished, £5 per cent *ad valorem*.  
 176 Marble, granite, and other stone dressed or polished, and articles made therefrom, £20 per cent *ad valorem*.  
 177 Matches:  
     Wooden: In boxes containing not more than 60 matches, 1s. the gross of boxes.  
     In boxes containing over 60 and not more than 100 matches, 2s. the gross of boxes.  
     In boxes containing more than 100 matches for every 100 matches or fraction thereof contained in one box, 2s. the gross of boxes.  
     Wax: "Plaid vestas" in cardboard boxes containing under 100 matches 1s. 4d. the gross of boxes.  
     "Pocket vestas" in tin or other boxes containing under 100 matches, 2s. the gross of boxes.  
     "Sportsman's," "ovals," and "No. 4 tins vestas" in boxes containing not more than 200 matches, 5s. 6d. the gross of boxes.  
     Other kinds, for every 100 matches or fraction thereof contained in one box, 2s. 9d. the gross of boxes.



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- 178 Mats, £15 per cent *ad valorem*.
- 179 Matting, £15 per cent *ad valorem*.
- 180 Meats, potted or preserved, £20 per cent *ad valorem*.
- 181 Metal manufactures, namely, air-gratings, ash-pans, barrow-wheels, bill-files, brackets, bolts and nuts, blacksmiths' tongs, boat-hooks, copper boilers and furnaces, bolt-rings, lifting bottle-jacks, wrought-iron braces, copper and brass branch-pipes, brazed copper pipes, cake rollers, camp-ovens and three-legged pots, cast iron of all sorts moulded (n.o.e.), castings of steel (n.o.e.), cast-iron cylinders, wrought-iron cisterns, coal scoops and scuttles, contractors' forgings, condensers for salt water and steam-engines, wire and steel cork-drawers, crowbars, blacklead crucibles, dampers and frames, doorknockers, porters and scrapers, drain grates and frames, drain gratings, dumb-bells, engine castings (n.o.e.), engineers' forgings (n.o.e.), fenders, fire-dogs, fire-guards, flower-stands, fittings for pumps, engines and machinery (n.o.e.), garden reels, rollers, seats and syringes, grates, gridirons, grindstone fittings, gun-metal engine fittings, napping quartz and spalling hammers, hasps and staples, hat-stands, heel and toe plates, holdfasts, hook-and-eye hinges, horse shoes, hayrakes and horse-rakes, horsepower gear, hydraulic mains, kitchen-ranges and colonial ovens, lamp-posts, leadenware, wrought-iron or steel letters and figures, forged levers, connected or split links, hydraulic lifts, manger rings, mangles, marine engine-cranks and pillars, maul rings, meat-hooks, monkeys for pile-driving, ornamental gratings, painted and brass casings for engines, pepper, malt, bean and oat mills, picks and mattocks, pulley-blocks, quarry mauls and picks, quoits, railway chairs, bolts, fastenings and rail-dogs, connecting-rods, roller-skates, sack-trucks, iron safes and boxes, sash-weights, bright wrought-iron shafting, iron sluice-valves, soldering-irons, iron stands, stamped ironware, n.o.e., stench-traps, troughs, truck wheels, cast tue-irons, wedges, wrought-iron wheelbarrows and wheels, £20 per cent *ad valorem*.
- 182 Milk, preserved, £20 per cent *ad valorem*.
- 183 Millinery, viz., trimmed hats, caps, and bonnets, £20 per cent *ad valorem*.
- 184 Millinery, n.o.e. £20 per cent *ad valorem*.
- 185 Musical instruments, namely, organs, harmoniums and pianofortes, and parts of either (except action-work not made up), £20 per cent *ad valorem*.
- 186 Musical instruments, n.o.e., £15 per cent *ad valorem*.
- 187 Mustard, 2d. the lb.
- 188 Nails, n.o.e., 3s., the cwt.
- 189 Naphtha, 6d. the gallon.
- 190 Nets and netting, £20 per cent *ad valorem*.
- 191 Nuts of all kinds, except coconuts, 2d. the lb.
- 192 Oil, mineral, 6d. the gallon.
- 193 Oil, olive, in bulk, 6d. the gallon.
- 194 Oil, perfumed, £25 per cent *ad valorem*.
- 195 Oil, vegetable, in bulk, n.o.e., 6d. the gallon.
- 196 Oil, vegetable or other, in bottle, £15 per cent *ad valorem*.
- 197 Oil, n.o.e., 6d. the gallon.
- 198 Olives, £20 per cent *ad valorem*.
- 199 Opium, £2 the lb.
- 200 Oysters, preserved, 2d. the lb. or package of that reputed weight, and so in proportion for packages of greater or less reputed weight.
- 201 Paintings, framed or unframed, £15 per cent *ad valorem*.
- 202 Paints and colours ground in oil, 2s. the cwt.
- 203 Paints and colours mixed ready for use, 4s. the cwt.
- 204 Paper bags, coarse, including sugar-bags, 7s. 6d. the cwt.
- 205 Paper bags, n.o.e., £25 per cent *ad valorem*.
- 206 Paperhangings, £15 per cent *ad valorem*.
- 207 Paper, wrapping, brown, 4s. the cwt.
- 208 Paper, wrapping, other kinds, including cartridge, small hands and sugar-paper, 5s. the cwt.
- 209 Paper, writing, n.o.e., £15 per cent *ad valorem*.
- 210 Papier-maché ware, £20 per cent *ad valorem*.
- 211 Patent and proprietary medicines, and medicinal and other preparations or compounds not otherwise enumerated, recommended to the public under any general name or title as specifics for any disease or affection whatever, affecting the human or animal bodies, £25 per cent *ad valorem*.
- 212 Pearl barley, 1s. the cwt.
- 213 Peas, split, 2s. the cwt.
- 214 Pepper, cayenne, £15 per cent *ad valorem*.
- 215 Perfumery, n.o.e., £25 per cent *ad valorem*.
- 216 Perfumed spirits and Cologne water, £1 1s. the gallon.
- 217 Photographic chemicals, n.o.e., £15 per cent *ad valorem*.
- 218 Photographic goods, n.o.e., £20 per cent *ad valorem*.
- 219 Pickles, 2s. the dozen pints or reputed pints, and in the same proportion for larger or smaller reputed sizes.
- 220 Pictorial calendars, show-cards and other pictorial lithographs and prints on and after the 1st January, 1889, £25 per cent *ad valorem*.
- 221 Pictures and engravings, £15 per cent *ad valorem*.
- 222 Picture-frames, £15 per cent *ad valorem*.
- 223 Pipes, tobacco, £15 per cent *ad valorem*.
- 224 Plate, gold and silver, £20 per cent *ad valorem*.
- 225 Plated-ware, £20 per cent *ad valorem*.
- 226 Portmanteaus trunks (other than iron), and travelling bags, \$20 per cent *ad valorem*.
- 227 Powder, sporting, 6d. the lb.

- 228 Provisions, n.o.e., £20 per cent *ad valorem*.  
 229 Pumps and other apparatus for raising water, n.o.e., £20 per cent *ad valorem*.  
 230 Putty, 2s. the cwt.
- 231 Railway and tramway plant and materials, n.o.e., \$20 per cent *ad valorem*.  
 232 Raspberry vinegar, £20 per cent *ad valorem*.  
 233 Rice and rice flour, 6s. the cwt.  
 234 Rice, undressed and dressed in bond, 4s. the cwt.  
 235 Rice manufactured into starch in bond, 2s. the cwt.  
 236 Rugs, woollen, cotton, opossum, or other, £20 per cent *ad valorem*.
- 237 Saccharine, 5s. the ounce.  
 238 Sacks, other than cornsacks, £15 per cent *ad valorem*.  
 239 Saddlery, £20 per cent *ad valorem*.  
 240 Sad-irons, £20 per cent *ad valorem*.  
 241 Salt, except rock salt, 10s. the ton.  
 242 Sardines, 2d. the pound or package of that reputed weight, and so in proportion for packages of greater or less reputed weight.
- 243 Sarsaparilla, £25 per cent *ad valorem*.  
 244 Sauces, 3s. the dozen pints or reputed pints, and in the same proportion for larger or smaller reputed sizes.
- 245 Sausage-skins, £20 per cent *ad valorem*.  
 246 Sashes, plain, 2s. the pair.  
 247 Sashes, glazed, with ornamental glass, 4s. the pair.  
 248 Shawls, £20 per cent *ad valorem*.  
 249 Shot, 10s. the cwt.  
 250 Silks, satins, velvets, plushes, n.o.e., composed of silk mixed with any other material, in the piece, £25 per cent *ad valorem*.
- 251 Snuff, 7s. the lb.  
 252 Soap, common, 5s. the cwt.  
 253 Soap, scented and fancy, £25 per cent *ad valorem*.  
 254 Soap powder, extract of soap, dry soap and soft soap, £20 per cent *ad valorem*.  
 255 Soda ash, 1s the cwt.  
 256 Soda, carbonate and bicarbonate, 1s. the cwt.  
 257 Soda, crystals, 2s. the cwt.  
 258 Solid wort, 6d. the lb.  
 259 Spices, including pepper and pimento, unground, 2d. the lb.  
 260 Spices, including pepper and pimento, ground, 4d. the lb.
- 261 Spirits and strong waters, the strength of which can be ascertained by Sykes's hydrometer :  
 In bottles, jars, or other vessels, packed in cases or other packages, 16s. the proof gallon.  
 In bulk, 15s. the proof gallon.  
 (No allowance beyond 16·5 under proof shall be made for spirits or strong waters of a less hydro-meter strength than 16·5 under proof).
- 262 Spirits and strong waters mixed with any ingredient in any proportion exceeding 33 per cent of proof spirit, and although thereby coming under the designation of patent or proprietary medicines, or under any other designation excepting medicinal tinctures specified in the British Pharmacopœia ;  
 In bottles, jars, or other vessels, packed in cases or other packages, 16s. the liquid gallon.  
 In bulk, 15s. the liquid gallon.
- 263 Spirits and strong waters, sweetened or mixed, when not exceeding the strength of proof :  
 In bottles, jars, or other vessels, packed in cases or other packages, 16s. the liquid gallon.  
 In bulk, 15s. the liquid gallon.
- 264 Spirits and strong waters in cases shall be charged as follows on and after the 1st December, 1888, namely :  
 Two gallons and under, as two gallons ; over two gallons and not exceeding three, as three gallons ; over three gallons and not exceeding four, as four gallons ; and so on for any greater quantity contained in any case.
- 265 Spirits, methylated, 1s. the liquid gallon.  
 266 Starch, 2d. the lb.  
 267 Stationery, manufactured, namely, account books, billheads, cheques, labels, and other printed and ruled paper, blank and head-line copy books, drawing books, blotting pads, sketch books, manifold writers, albums, diaries, plain and faint-lined ruled books, and other printed or lithographed stationery. £25 per cent *ad valorem*.
- 268 Stationery, n.o.e., £15 per cent *ad valorem*.  
 269 Statues, statuettes, casts and bronzes, £20 per cent *ad valorem*.  
 270 Steam engines and parts of steam engines, n.o.e., £20 per cent *ad valorem*.  
 271 Stearine, 1½d. the lb.  
 272 Sugar, ¾d. the lb.  
 273 Sulphur, 6d. the cwt.  
 274 Syrups, £20 per cent *ad valorem*.
- 275 Tarpaulins, tents, rick and wagon covers ; aprons and elevators for reaping and binding machines, £15 per cent *ad valorem*.  
 276 Tea, 6d. the lb.  
 277 Textile piece goods, other than cotton or silk, £20 per cent *ad valorem*.  
 278 Timber, sawn, rough, 2s. the 100 ft. superficial.  
 279 Timber, sawn, dressed, 4s. the 100 ft. superficial.  
 280 Timber, shingles and laths, 2s. the thousand.  
 281 Timber, palings, 2s. the hundred.

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- 282 Timber, posts, 8s. the hundred.  
283 Timber, rails, 4s. the hundred.  
284 Tinware and tinsmiths' furniture, n.o.e., £25 per cent *ad valorem*.  
285 Tobacco, 3s. 6d. the lb.  
286 Tobacco, unmanufactured, entered to be manufactured in the colony, at the time of removal from a bonded warehouse, or from any importing ship, to any licensed tobacco manufactory, for manufacturing purposes only into tobacco, cigars, cigarettes, or snuff, 2s. the lb. until the 31st December, 1891.  
By "The Customs and Excise Duties Act, 1891," it is enacted that on and after the 1st day of January, 1892, and until the 31st day of December, 1893, the duty on unmanufactured tobacco shall be 1s. 6d. the lb.  
And on and after the 1st day of January, 1894, until the 31st day of December, 1896, the duty on manufactured tobacco shall be 2s. the lb.
- 287 Toilet preparations, n.o.e., £25 per cent *ad valorem*.  
288 Treacle and molasses, ½d. the lb.  
289 Turnery, £15 per cent *ad valorem*.  
290 Turpentine, 6d. the gallon.  
291 Twine, binder, £15 per cent *ad valorem*.  
292 Twine, n.o.e., £20 per cent. *ad valorem*.
- 293 Umbrellas, parasols and sunshades, £20 per cent *ad valorem*.  
294 Upholstery, n.o.e., £25 per cent *ad valorem*.
- 295 Varnish, 1s. 6d. the gallon.  
296 Vegetables, fresh, dried or preserved, £20 per cent *ad valorem*.  
297 Vinegar, 6 d. the gallon.
- 298 Walking sticks, £20 per cent *ad valorem*.  
299 Washing powder, £20 per cent *ad valorem*.  
300 Watches, £20 per cent *ad valorem*.  
301 Waterworks pipes, iron, £5 per cent *ad valorem*.  
302 Wax, paraffine, mineral, vegetable and Japanese, 1½d. the lb.  
303 Weighing machines, £15 per cent *ad valorem*.  
304 Whips, £15 per cent *ad valorem*.  
305 Whiting and chalk, 1s. the cwt.  
306 Wine, sparkling, 9s. the gallon.  
307 Wine, Australian, containing not more than 35 per cent of proof spirit verified by Sykes's hydrometer, the gallon, or for 6 reputed quart bottles, or 12 reputed pint bottles, 5s. the gallon.  
308 Wine, other than sparkling and Australian, containing less than 40 per cent of proof spirit verified by Sykes's hydrometer, the gallon, or for 6 reputed quart bottles, or 12 reputed pint bottles, 6s. the gallon.
- 309 Wire mattresses and webbing, £20 per cent *ad valorem*.  
310 Woodenware, n.o.e., £15 per cent *ad valorem*.  
311 Woolpacks, 2s. 6d. the dozen.  
312 Woolpacks of the kind known as "woolpockets," and not exceeding the measurement of 18 by 21 by 30 inches, 6d. the dozen.
- 313 Yarns, n.o.e., £20 per cent *ad valorem*.
- 314 Zinc tiles, ridging, guttering, piping, £20 per cent *ad valorem*.  
315 Zinc manufactures, n.o.e., £25 per cent *ad valorem*.

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### SCHEDULE B.

*Table of Exemptions from Duties of Customs.*

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#### NAMES OF ARTICLES.

- 316 Accoutrements for military purposes, but excepting uniform clothing.  
317 Acid, nitric and pyrogallic.  
318 Almonds, Barbary, Sicily and French, used in confectioners' manufactures.  
319 Alum.  
320 Anchors.  
321 Anchovies, salted, in casks.  
322 Anvils.  
323 Arsenic.  
324 Arrowroot.  
325 Artists' canvas, colours, brushes and pallet-knives.  
326 Ash timber, unwrought.  
327 Axes and hatchets.  
328 Axles, axle arms and boxes.
- 329 Bags, gunny.  
330 Bellows' nails.

- 331 Blacksmith's bellows.  
 332 Blindwebbing and tape.  
 333 Bookbinders' materials, viz., cloth, leather, thread, headbands, webbing, end papers, tacketing gut-marbling colours, marble paper, blue paste for ruling ink, staple presses, wire staples, staple sticks.  
 334 Boot elastic.  
 335 Boots, shoes and slippers, viz., children's, Nos. 0 to 3.  
 336 Borax.  
 337 Bottles of all kinds, empty.  
 338 Brace-elastic and brace-mountings.  
 339 Brass in pigs, bars, tubes, or sheets.  
 340 Brass tubing and stamped work, in the rough for gasliers and brackets.  
 341 Brush woodware.  
 342 Building materials n. o. e.  
 343 Bunting, suitable only for ships' flags.  
 344 Butter and cheese-cloth.  
 345 Buttons, braids, tapes, wadding, pins, needles, and such minor articles required in the making-up of apparel, boots, shoes, hats, caps, saddlery, umbrellas, parasols, and sunshades, as may be enumerated in any Order of the Commissioner, and published in the *Gazette*.  
 346 Calico, white and gray, in the piece.  
 347 Candles and candlenut kernels.  
 348 Candlewick.  
 349 Card- or paste-board plain, of sizes not less than that known as "royal."  
 350 Cardboard boxes, materials for, namely, gold and silver paper plain and embossed, gelatine and coloured papers, known as "box papers."  
 351 Carriage- and cart-makers' materials, viz., springs, mountings, trimmings, brass hinges, bolts and nuts, tacks, tire-bolts, shackle-holders, and other iron fittings; rubber cloth, American cloth.  
 352 Carriage- and cart-shafts, spokes and felloes in the rough; elm hubs; poles if unbent and unplanned.  
 353 Chains, iron.  
 354 Charts and maps.  
 355 Churns.  
 356 Cochineal.  
 357 Cocoa beans.  
 358 Cocoanuts.  
 359 Coir.  
 360 Copper, in pigs, bars, tubes, or sheets.  
 361 Copper and composition rod, bolts, sheathing, and nails.  
 362 Corduroy, cotton, in the piece.  
 363 Cork soles.  
 364 Corn riddles and sieves.  
 365 Cornsacks.  
 366 Cotton-waste.  
 367 Duck, in the piece.  
 368 Dye-stuffs, and dyeing materials, crude.  
 369 Engineers' machine-tools.  
 370 Essential oils.  
 371 Felt, sheathing.  
 372 Fire-engines.  
 373 Flour-mills, patent porcelain or steel roller.  
 374 Forfar, dowlas, and flax sheeting in the piece, the fair market value of which does not exceed sevenpence the yard.  
 375 Forges.  
 376 Gas-engines and hammers.  
 377 Gelatine dry-plates.  
 378 Glassmakers' moulds.  
 379 Glycerine, crude.  
 380 Goatskins, undressed.  
 381 Gold size.  
 382 Grindery, except heel- and toe-plates.  
 383 Groats, prepared.  
 384 Gum arabic and tragacanth.  
 385 Gum-boots.  
 386 Guttapercha, not being wearing apparel, and n.o.e.  
 387 Hatmakers' materials, viz., silk plush, felt hoods, shellac, galloons, calicoes, spale-boards for hat boxes.  
 388 Hessians.  
 389 Hickory, unwrought.  
 390 Hickory spokes and felloes.  
 391 Hogskins.  
 392 Hydraulic cranes.  
 393 Ink, printing.  
 394 Iron, boiler-plate and end-plates for boilers.

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- 395 Iron, plain black sheet.
- 396 Iron, plates, rivets, bolts, nuts, screws and castings for ships.
- 397 Iron, rod, bolt, bar, hoop, and pig.
- 398 Iron rolled girders.
- 399 Iron and steel cordage.
- 400 Iron wire n.o.e.
- 401 Iron wire netting.
  
- 402 Kangaroo-skins, undressed.
  
- 403 Lead, in pigs or bars.
- 404 Leather, morocco, japanned and enamelled.
- 405 Leather-cloth.
- 406 Lignum-vitæ.
- 407 Locomotives.
  
- 408 Macaroni and vermicelli.
- 409 Machinery for agricultural purposes n.o.e., also materials for manufacturing the same, viz., reaper-knife sections, fingers, brass and steel springs and tilt-rakes, chaff-cutting knives, set-screws, malleable castings, fittings for threshing-mills, discs for harrows, forgings for ploughs, mould-board-plates and steel share-plates cut to pattern, and skeith plates.
- 410 Machinery for dairying purposes.
- 411 Machinery, electric, and appliances.
- 412 Machinery for mining purposes, including dredges and dredging appliances.
- 413 Machinery for oil-refining and boring.
- 414 Machinery for refrigerating and preserving meat.
- 415 Machine saws.
- 416 Metal fittings for portmanteaus, travelling-bags, and leggings.
- 417 Metal frames for bags and satchels.
- 418 Metal sheaves for blocks.
- 419 Metallic capsules.
- 420 Mill-board.
- 421 Moleskin, cotton, in the piece.
  
- 422 Nitrate of silver.
  
- 423 Oil, candlenut.
- 424 Oil, cod-liver.
- 425 Oil, fish, whale, and seal, in bulk.
- 426 Oil, palm.
- 427 Oil, rhodium
  
- 428 Paintings, statuary, and works of art, presented to or imported by any museum, public library, or other public institution for use therein, or for public exhibition.
- 429 Paints, n.o.e.
- 430 Paper, for printing purposes only.
- 431 Paper, hand-made or machine-made book, or writing, of sizes not less than the size known as "demy," when in original wrappers, and with uncut edges as it leaves the mill.
- 432 Paper, albumenised.
- 433 Passengers' baggage and effects, including only wearing apparel, and other personal effects that have been worn or are in use by persons arriving in the colony; also implements, instruments, and tools of trade, occupation or employment of such persons; and household effects not exceeding £100 in value used abroad for more than a year by the persons or families bringing them to the colony, and not intended for any other person or persons or for sale; also cabin furnishings belonging to such persons.
- 434 Peanuts, for manufacture of oil.
- 435 Pearlash.
- 436 Potash and caustic potash.
- 437 Perambulators, bicycles, tricycles, and the like vehicles, fittings for, n.o.e.
- 438 Phosphorus.
- 439 Photographic cameras and lenses.
- 440 Pitch and tar.
- 441 Plaster of Paris.
- 442 Ploughs and harrows.
- 443 Powder, blasting.
- 444 Portable and traction engines.
- 445 Precious stones unset.
- 446 Printed books, papers, and music, n.o.e.
- 447 Printing machinery, presses, type, and materials.
  
- 448 Rails for railways and tramways.
- 449 Rosin.
- 450 Rivets and washers of all kinds.
  
- 451 Saddlers' ironmongery, hames, and mounts for harness; straining surcingle brace girth and roller webs; collar-check, legging buckles.
- 452 Saddle-trees.
- 453 Saffron.
- 454 Sago and tapioca.
- 455 Sailcloth.

- 456 Salt rock.  
 457 Saltpetre.  
 458 Schoolbooks, slates, and apparatus.  
 459 Scrub-exterminator.  
 460 Scythes.  
 461 Sealskins, undressed.  
 462 Sewing, knitting, and kilting machines.  
 463 Sewing cottons, silks, and threads.  
 464 Shale waste or unrefined mineral oil.  
 465 Sheep-dip.  
 466 Ship-chandlery, n. o. e.  
 467 Ships' rockets, blue lights, and danger signals.  
 468 Shirtings, coloured cotton, in the piece.  
 469 Shirtings, union, in the piece, the fair market value of which does not exceed 7d. the yard.  
 470 Silica fire-bricks.  
 471 Silk, for flour-dressing.  
 472 Silk twist (shoemakers' and saddlers').  
 473 Soda, caustic.  
 474 Soda, sulphate.  
 475 Soda-water machines.  
 476 Spades, shovels, and forks.  
 477 Spirits, after being rendered not potable by manufacture into perfumery or other articles, in the colony, in accordance with prescribed regulations.  
 478 Spirits of tar.  
 479 Staymakers' binding, eyelet-holes, corset-fasteners, jean, ticks, lasting, sateen, and cotell.  
 480 Steam-engines, non-condensing, the area of whose cylinder or cylinders exceeds 1,000 circular inches; and condensing engines, the area of whose cylinders exceeds 2,500 circular inches.  
 481 Steam boiler-tubes and Bowling's expansion-rings.  
 482 Steel.  
 483 Stones, mill, grind, oil, and whet.  
 484 Strychnine.  
 485 Surveyors' steel bands.  
 486 Swords.  
 487 Tacks of all kinds.  
 488 Tailors' trimmings, viz., Verona and Italian cloth, black and brown canvas, buckram, wadding, padding; silk, worsted, and cotton bindings, and braids; stay-binding; hessians, brown linen, silesias, union body linings, jeans, striped and checked drills, pocketings.  
 489 Tailors' buckles.  
 490 Tanning materials, crude.  
 491 Tin, pig, bar, or sheet.  
 492 Tinsmiths' fittings and planished furniture.  
 493 Tobacco for sheepwash, after being rendered unfit for human consumption, in accordance with prescribed regulations.  
 494 Tools, artificers'.  
 495 Treacle and molasses, when mixed with bone-black in such proportions and under such regulations as the Commissioner may prescribe in that behalf.  
 496 Umbrella-makers' materials, namely, reversible and levantine silk-mixtures, of not less than 44 in. in width; alpaca cloth, with border; zanella cloth, with border; sticks, runners, notches, caps, ferrules, cups, ribs, stretchers, tips, and rings for use in the making of umbrellas, parasols, and sunshades.  
 497 Upholsterers' webbing, hair-seating, imitation hair-seating, curled hair, gimp, tufts and studs.  
 498 Waterproof material in the piece.  
 499 Wax, bottling.  
 500 Wire, brass, copper, and lead.  
 501 Yarn, coir, flax and hemp.  
 502 Zinc, plain sheet.  
 503 Articles and materials (as may from time to time be specified by the Commissioner) which are suited only for, and are to be used and applied solely in, the fabrication of goods within the colony. All decisions of the Commissioner in reference to articles so admitted free, to be published from time to time in the *Gazette*.  
 504 And all articles not otherwise enumerated.

## SCHEDULE C.

*Table of Duties of Excise.*

## NAMES OF ARTICLES AND RATES OF DUTY.

- 505 Tobacco <sup>(1)</sup>, 1s. the lb.  
 506 Cigars, cigarettes, and snuff <sup>(1)</sup>, 1s. 6d. the lb.  
 From the 1st January, 1889, to the 31st December, 1891.

<sup>(1)</sup> By "The Customs and Excise Duties Act, 1891," it is enacted that on and after the 1st day of January, 1892, and until the 31st day of December, 1896, the Excise duty on tobacco, and on cigars, cigarettes, and snuff, shall be:

Tobacco, 1s. the lb.  
 Cigars, cigarettes, and snuff, 1s. 6d. the lb.

# Trade and Commerce.

## TASMANIA.

(As published July, 1893.)

### AN ACT TO ALTER THE DUTIES OF CUSTOMS.

(8TH DECEMBER, 1892.)

Whereas it is expedient to alter the Duties of Customs ;

Be it therefore enacted by His Excellency the Governor of Tasmania, by and with the advice and consent of the Legislative Council and House of Assembly, in Parliament assembled, as follows :—

1. This Act may be cited as “The Customs Duties Act, 1892.”

2. The Acts set forth in the schedule I are hereby repealed, except as to anything duly done before the fifth day of October, one thousand eight hundred and ninety-two, and except as to the collection and recovery of any arrears of any duty payable under any of the said Acts, and except so far as may be necessary for the purpose of supporting or continuing any proceeding heretofore taken or to be taken after the date on which this Act comes into operation ; and all things done under the authority or in pursuance of any Act hereby repealed shall nevertheless be valid and effectual.

3. In this Act the following words shall have the respective meanings hereby assigned to them, unless inconsistent or repugnant to the context :

“Treasurer” means the Treasurer of Tasmania for the time being :

“Collector” and “Collector of Customs” includes every proper officer of Customs :

“Importer” when used in this or any other Act relating to the Customs, is hereby declared to apply to and include any owner or other person for the time being possessed of or beneficially interested in any goods imported into this colony, from the time of the importation thereof until they shall, on payment of the duties thereon or otherwise, be duly delivered or discharged from the custody or control of the Customs.

4 (1). On and after the fifth day of October, one thousand eight hundred and ninety-two, there shall be raised, levied, collected, and paid upon the importation into Tasmania of the several articles, goods, animals, wares and merchandise mentioned in the Schedule 2 to this Act the several duties therein set forth ; and where duty shall be payable *ad valorem* such duty shall be calculated on the true and real value of such articles, goods, wares and merchandise.

(2.) All such articles, goods, animals, wares, and merchandise as were in any bonding warehouse on and after the fifth day of October, one thousand eight hundred and ninety-two, or as were entered to be landed on and after that day, shall be deemed to have been imported within the meaning of this Act, and shall be subject and liable to the duties hereby imposed.

5 (1). On and after the first day of January, one thousand eight hundred and ninety-three, there shall be raised, levied, collected, and paid a duty of sixpence per gallon upon all kerosene oil and gasoline imported into Tasmania, such duty to be in lieu of the duty imposed by the immediately preceding section and said Schedule 2.

(2.) All kerosene oil and gasoline in any bonding warehouse on and after the first day of January, one thousand eight hundred and ninety-three, or entered to be landed on or after that day, shall be deemed to have been imported within the meaning of this section, and shall be subject and liable only to the duty imposed by this section.

6. In all cases where any duty is imposed on any goods imported *ad valorem*, or according to the true and real value of such goods, such value shall be understood to be the fair market value thereof in the principal markets of the country whence the same were last exported, including the value of any outside or inside case, cask, or covering of any kind in which such goods are contained, and which will be a recognized article of commercial value for other purposes after it has ceased to be used as such case, cask, or covering as aforesaid.

Any trade discount appearing upon the face of any invoice to have been allowed to the importer of any goods shall not be considered as part of the value of such goods, but any other discount or allowance shall be deemed to be portion of such value.

7. If the goods in any entry inwards be liable to pay duty according to the value thereof, the importer or his agent shall produce to the collector the genuine invoice or other account of such goods received by such importer or his agent, and make a declaration in the form of the Schedule 4 ; and the Governor in Council may from time to time alter the form of such declaration.

Every such declaration shall be subscribed by such importer or agent in the presence of the collector ; and every person who makes any such declaration falsely shall be liable to a penalty not exceeding fifty pounds.

If any such declaration shall be made falsely by any person as the agent, clerk, or servant of the importer, such importer shall be liable to a penalty not exceeding fifty pounds ; but nothing herein contained shall be held to exempt such agent, clerk, or servant from any penalty to which he may be personally liable in respect of such false declaration under this Act.

The collector shall not be compellable to receive a declaration made by any person who shall appear to such collector to be under the age of sixteen years.

8. The collector shall seal the invoice produced to him as hereinbefore mentioned with such seal as the treasurer may approve, and shall return such invoice so sealed to the importer or his agent; and it shall be lawful for any person who may purchase the goods mentioned in such invoice, and to whom the importer may have produced or exhibited any document purporting to be the invoice thereof, to demand from such importer or his agent the perusal of the sealed copy of such invoice; and if such importer or his agent shall refuse to allow the perusal of such sealed invoice, or to furnish a true copy thereof, he shall be liable to a penalty not exceeding fifty pounds.

9. If, upon the examination of any goods entered for duty which are chargeable with duty upon the value thereof, it appears to the collector that such goods are not valued according to the true and real value thereof as hereinbefore mentioned, or that they are properly chargeable with a higher rate or amount of duty than that to which they would be subject according to the value thereof as described in the entry, it shall be lawful for the collector to detain the same, in which case he shall forthwith give notice in writing to the person entering the same of the detention of such goods and the value thereof as estimated by such collector, by delivering such notice either personally or by post to such person addressed to him at his place of abode as stated in his entry; and the collector shall, within seven days after the detention of such goods, determine either to deliver such goods on the entry of such person or to retain the same for the use of the Crown, in which latter case he shall cause the value at which the goods were so entered, together with an addition of five pounds *per centum* and the duties already paid on such entry to be paid to the person entering the same in full satisfaction for such goods, or may permit such person on his application for that purpose to amend such entry at such value and on such terms as he may direct; and if the collector retain such goods he shall dispose of them by public auction for the benefit of the Crown, and if the proceeds arising therefrom in the case of sale exceed the sums so paid, and all charges incurred by the collector, one moiety of such surplus shall be applied by the treasurer in such manner as the Governor in Council may approve, and the other moiety shall be accounted for, paid, and carried to account as duties of customs under the direction of the treasurer.

10. In order to assist the collector in ascertaining the value of good liable to pay duty according to the value thereof, the treasurer may appoint one or more persons to act as "experts" at any port or place in assessing the true and real value of such goods after the entry thereof. And every such expert shall, before he shall commence to act as such, make and subscribe before the collector, who is hereby empowered to administer the same, or some justice of the peace, an oath in the following form: that is to say:

I swear that, whenever I may be called upon to assist the collector or other officer of customs in assessing the value of goods liable to pay duty according to the value thereof, I will assess such value truly, to the best and utmost of my knowledge and judgment. So help me God.

And the fees to be paid by the collector to every such expert for such examination shall not be more than ten guineas nor less than one guinea, in proportion to the quantity and value of the goods for the valuation of which his services may have been required.

Where in any case any expert shall assess the true and real value of such goods to be more than the amount declared by the importer to be the true and real value thereof, or where no invoice or other account of such goods shall be produced by the importer as hereinbefore required and the expert shall assess the value of such goods, the fee payable to such expert shall be paid by the importer in the same manner as the duties of customs upon such goods are payable and recoverable.

11. On and after the day on which this Act comes into operation, the articles, goods, wares, and merchandise set forth in the Schedule 3 shall be exempt from the payment of any customs duties.

12. If any goods hereinafter enumerated or described are imported or brought into Tasmania, then and in every such case such goods shall be forfeited, and shall be destroyed or otherwise disposed of as the treasurer may direct:

Spirits (not being perfumed or medical spirits), unless in ships of fifty tons burden at least, and in casks or other vessels capable of containing liquids, each of such casks or other vessels being of the size or content of fourteen gallons at least, and duly reported, or in glass bottles or stone bottles packed in casks or cases, and being really part of the cargo of the importing ship, and duly reported:

Snuff or tobacco, cigars or cigarettes, unless in ships of fifty tons burden at least, and in whole and complete packages, each containing not less than forty pounds net weight, and not containing any other goods, and unless into such ports as are or may be approved by the Governor in Council for the importation and warehousing of tobacco:

Anything contained in the twenty-third, one hundred and twenty-fourth, and one hundred and twenty-fifth sections of *The Customs Act* to the contrary notwithstanding:

Provided, that any person may make entry inwards of any tobacco, cigars, or cigarettes, of not more than five pounds net weight for his private use: Provided always, that such persons declares before the collector or a justice of the peace that the tobacco, cigars, or cigarettes so entered as aforesaid are for the private use of the person importing the same, anything contained in this Act or in the *The Customs Act* notwithstanding; and any person who wilfully makes such declaration as aforesaid falsely shall be liable to a penalty of a sum not exceeding fifty pounds.

13. Any entry inwards of liquor for home consumption, made pursuant to the law for the time being in force for the regulation of the customs in this colony, if made by any person not being the holder of a wholesale license or public-house license under *The Licensing Act* shall be valid and effectual if such entry is accompanied by a declaration made before the collector or a justice of the peace by the person importing the same, that the liquor so entered is for the private use of such person, anything contained in the said Act to the contrary notwithstanding; and any person who wilfully makes any such declaration falsely shall be liable to a penalty not exceeding fifty pounds.



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No such entry shall be made by any such person of any wines exceeding one pipe, or of any spirits exceeding thirty-five gallons, or of malt liquor exceeding fifty-five gallons.

14. Previously to the issue of any certificate in respect to goods stored in any public bonded warehouse, the warehouse keeper shall cause the rate of rent payable for goods specified therein, and also the customs quantities of such goods, to be marked on the certificate thereof; and any person other than the proper officer of custom who shall erase or alter any such customs quantities so marked shall for every such offence be liable to a penalty not exceeding one hundred pounds.

15. All goods liable to pay duty according to the value thereof, which shall be deposited or secured in any public bonded warehouse under *The Customs Act*, shall be subject to a charge of sixpence upon the receipt of each package into such warehouse, and rent at the rate of two pence per week for every twenty-five pounds or fractional part of twenty-five pounds of the value of each package, anything contained in section nine of *The Customs Act* and the schedule to *The Customs Amendment Act* to the contrary notwithstanding.

16. Wines and malt liquors may be converted into vinegar in bond, under such regulations as the Governor may approve, and thereupon such wines or malt liquors shall be liable to the duty on vinegar only.

17. The Governor in Council may, from time to time, make, alter, and revoke regulations for any of the purposes of this Act, and any such regulations may prescribe penalties not exceeding fifty pounds for the breach thereof. All such regulations shall be published in the *Gazette*, and shall take effect from a date to be named therein, and after such date shall have the force of a law as if the same had been inserted in this Act.

18. Notwithstanding anything contained in section eighteen of *The Customs Act*, all spirits under proof according to *Sykes's* hydrometer shall be charged with duty as if the same were hydrometer proof.

19. Notwithstanding anything contained in the twenty-sixth section of *The Customs Act*, it shall not be lawful to land any of the animals mentioned in the said schedule 2 without report or entry, except at such authorised landing-places as may be appointed by the Governor in that behalf.

In any case where such animals shall have been landed without report or entry, the vessels from which such animals have been landed may be detained by the collector of customs until all duties in respect of such animals have been paid to him; and in the event of such duties not being paid within one month from such landing, every such vessel shall be forfeited.

20. The duties hereby imposed in respect of the animals mentioned in the said schedule 2 shall be payable immediately on the importation thereof, and the provisions of *The Customs Act* as to bonding goods shall not apply to any such animals.

21. The bond mentioned in section eighty-four of *The Customs Act*, shall be in the form in the schedule 5.

22. In order to carry out the provisions of this Act, the forms contained in the schedule to *The Customs Act* may be altered and varied in such manner as the Governor may approve.

23. In every case in which the duty payable upon any articles, goods, animals, wares, or merchandise has been increased, decreased, or repealed by this Act after the making of any contract or agreement for the sale or delivery of any such articles, goods, animals, wares, or merchandise duty paid, it shall be lawful for the seller, in case such increase shall accrue before the clearance and delivery of any such articles, goods, animals, wares, or merchandise at such increased duty and after payment thereof, to add so much money to the contract price as will be equivalent to such increase of duty, and he shall be entitled to be paid, and to sue for and recover the same; and it shall be lawful for the purchaser under any such contract or agreement, in case such decrease or repeal shall take effect before the clearance and delivery of any such articles, goods, animals, wares, or merchandise at such decreased duty or free of duty, as the case may be, to deduct so much money from the contract price as will be equivalent to such decrease of duty or repealed duty, and he shall not be liable to pay or be sued, for or in respect of such deduction.

24. Save so far as the same is hereby altered. *The Customs Act* shall be deemed and taken to be incorporated herewith.

25. When in any Act "The Customs Duties Act, 1888," is mentioned or referred to, this Act shall be deemed to be intended.

## SCHEDULE.

## 1.—ACTS TO BE REPEALED.

Date and No. of Act.	Title of Act.
52 Vict. No. 18.	“The Customs Duties Act, 1888.”
54 Vict. No. 11.	“The Customs Duties Amendment Act, 1890.”

## 2.—TABLE OF DUTIES.

		£	s.	d.
Acid, tartaric.....	lb.	0	0	4
— Sulphuric.....	cwt.	0	2	6
— Citric.....	lb.	0	0	4
— Muriatic.....	cwt.	0	2	6
— Nitric.....	do	0	2	6
— Carbolic, 10 per cent <i>ad valorem</i> .....				
— Acetic, containing not more than 33 per cent of acidity.....	lb. or pint	0	0	2
— For every extra 10 per cent or part thereof of acidity.....	do	0	0	1
Agricultural and horticultural implements and machinery not otherwise enumerated, 5 per cent <i>ad valorem</i> .....				
Almonds, whole.....	lb.	0	0	2
— Shelled.....	do	0	0	3
Alum, 5 per cent <i>ad valorem</i> .....				
Archtraves, wood, 20 per cent <i>ad valorem</i> .....				
Arrowroot.....	lb.	0	0	2
Albums, 20 per cent <i>ad valorem</i> .....				
Anvils, 5 per cent <i>ad valorem</i> .....				
Arsenic, crude, 5 per cent <i>ad valorem</i> .....				
Axe handles, and all tool handles made of wood, 10 per cent <i>ad valorem</i> .....				
Axles, cart and carriage, arms and boxes, 10 per cent <i>ad valorem</i> .....				
Account books and printed forms, 15 per cent <i>ad valorem</i> .....				
Bacon and hams.....	lb.	0	0	2
Barley, pearl.....	do	0	0	0½
Beef and mutton, salt or fresh, except in tins.....	do	0	0	1
Beef or mutton, in tins 10 per cent <i>ad valorem</i> .....				
Biscuits.....	lb.	0	0	2
Blue.....	do	0	0	2
Bottles, chemists' dispensing bottles under ¼ reputed pint, 15 per cent <i>ad valorem</i> .....				
Bottles, chemists' dispensing bottles over ¼ reputed pint, 5 per cent <i>ad valorem</i> .....				
Bran, pollard, and sharps.....	100 lb.	0	0	10
Butter and lard.....	lb.	0	0	2
Bellows, blacksmiths', 5 per cent <i>ad valorem</i> .....				
Boilers, 10 per cent <i>ad valorem</i> .....				
Boiler tubes, 5 per cent <i>ad valorem</i> .....				
Candied, bottled and canned fruits and peels.....	lb.	0	0	3
Cattle, viz., Bulls, bullocks, cows, calves, heifers, steers.....	each	2	0	0
Cartridges, cartridge cases, percussion caps, gun wads, for sporting purposes, 20 per cent <i>ad valorem</i> .....				
Candles.....	lb.	0	0	2
Carriages, on four wheels and springs.....	each	12	0	0
— On two wheels and springs.....	do	6	0	0
Castings, 10 per cent <i>ad valorem</i> .....				
Cements, mineral.....	cwt.	0	0	9
Cheese.....	lb.	0	0	2
Chicory.....	do	0	0	4
Cider and perry, in wood.....	gall.	0	1	3
— In bottle.....	do	0	1	6
Coals.....	ton.	0	3	0
Cocoa and chocolate.....	lb.	0	0	4
Coffee, green.....	do	0	0	3
— Roasted or ground.....	do	0	0	4
Coke.....	ton.	0	1	0
Confectionery.....	lb.	0	0	2
Concentrated effusions and decoctions, druggists' sundries, drugs and chemicals not otherwise enumerated, patent and proprietary medicines, fluid extracts, 20 per cent <i>ad valorem</i> .....				
Corn flour and maizena.....	lb.	0	0	1
Carbonate of soda.....	do	0	0	1
Cards, playing, 20 per cent <i>ad valorem</i> .....				
Chaff-cutters, hand-power, 5 per cent <i>ad valorem</i> .....				
Cocks, steam, for engines, 5 per cent <i>ad valorem</i> .....				

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## 2.—TABLE OF DUTIES—Continued.

		£ s. d.
Cocks, range or cistern, 5 per cent <i>ad valorem</i> .....		
Dairying machinery and implements, 5 per cent <i>ad valorem</i> .....		
Doors, made of wood, 20 per cent <i>ad valorem</i> .....		
Calicoes, siliesias, pocketings, cotton linings, cotton and linen sheetings, linens, ticks, Hollands, Hessians, flax sheetings, canvasses, buckrams, cotton wadding, Union materials of cotton and linen in the piece, cotton materials in the piece, linen materials in the piece, towels and toweling, flannelettes, cotton shirting, cotton twills, jeans, sateens, and galateas, printed cotton goods in the piece, twilled cotton and flannelette shirts, moleskin clothing and moleskin in the piece, imitation moleskin, cotton cord trousers and trouserings, dungaree clothing and dungaree in the piece, felt and hemp carpets, matings an dpainted and Hessian back floorcloth, oilskin clothing not otherwise enumerated, blind, net, duck, forfar, swansdown, window Hollands, muslin,—plain, fancy, or printed, 12½ per cent <i>ad valorem</i> .....		
Dynamite, and all other explosives not otherwise enumerated, and detonators, 10 per cent <i>ad valorem</i> .....		
Dressing cases, 20 per cent <i>ad valorem</i> .....		
Engines and machinery of every description, not otherwise enumerated, 7½ per cent <i>ad valorem</i> .....		
Engine fittings, 5 per cent <i>ad valorem</i> .....		
Engine packing, 5 per cent <i>ad valorem</i> .....		
Emery cloth, powder, and paper, sand paper and glass paper, 5 per cent <i>ad valorem</i> .....		
Fruits, fresh, when in cases or casks.....	reputed bushel	0 1 0
Fruits, fresh, when otherwise imported, 20 per cent <i>ad valorem</i> .....		
Fruit, dried, viz., Currants, raisins, dates, prunes, figs, dried apples.....	lb.	0 0 2
Fruit trees.....	each	0 0 2
Fencing wire, droppers, standards, and winders, 5 per cent <i>ad valorem</i> .....		
Fancy goods, toys, and perfumery, 20 per cent <i>ad valorem</i> .....		
Flour, wheaten.....	100 lbs.	0 2 0
Felt sheating of every description, 5 per cent <i>ad valorem</i> .....		
Forges, portable, 5 per cent <i>ad valorem</i> .....		
Ginger, dried.....	lb.	0 0 4
Glucose.....	cwt.	0 6 0
Glue.....	lb.	0 0 1
Grain and pulse of every description, including maize.....	100 lbs.	0 1 6
Gunpowder blasting.....	lb.	0 0 1
— Sporting.....	do	0 0 6
— FFF., loose.....	do	0 0 1
Galvanized and corrugated iron.....	ton	2 0 0
Hops.....	lb.	0 0 3
Honey.....	do	0 0 2
Horses, viz., Colts, fillies, geldings, horses, mares.....	each	2 0 0
Iron bolts, nuts, and rivets, 5 per cent <i>ad valorem</i> .....		
Iron girders, 10 per cent <i>ad valorem</i> .....		
Jewellery and trinkets, either in gold, silver, or other metals or material, jewel cases, 20 per cent <i>ad valorem</i> .....		
Lawn mowers, 5 per cents <i>ad valorem</i> .....		
Lithographic stones, 10 per cent <i>ad valorem</i> .....		
Lead, milled, sheet, and pipe.....	cwt.	0 2 6
Linseed and linseed meal.....	lb.	0 0 1
Liquorice.....	do	0 0 2
Macaroni and vermicelli.....	do	0 0 2
Malt.....	bushel.	0 1 0
Mould shares, 5 per cent <i>ad valorem</i> .....		
Mould boards, 5 per cent <i>ad valorem</i> .....		
Mill silk, 5 per cent <i>ad valorem</i> .....		
Malt liquor, in wood.....	gall.	0 1 0
Malt liquor, in bottle.....	do	0 1 6
Mustard.....	lb.	0 0 2
Matches, 20 per cent <i>ad valorem</i> .....		
Mouldings of wood, 20 per cent <i>ad valorem</i> .....		
Nails, iron, except screw nails.....	cwt.	0 2 6
Naphtha.....	gall.	0 0 6
Nuts, except cocoa nuts.....	lb.	0 0 2
Oatmeal.....	do	0 0 0½
(1) Oil, kerosene.....	gall.	0 1 0
Oil of all kinds, no otherwise enumerated.....	do	0 1 3
Onions.....	cwt.	0 1 0
Oilskins, 10 per cent <i>ad valorem</i> .....		
Oils, medicinal and perfumed, 20 per cent <i>ad valorem</i> .....		
Opium or extract thereof.....	lb.	1 0 0
Paints of every description.....	do	0 0 0½

(1) See section 5.

## 2.—TABLE OF DUTIES—Continued.

		£	s.	d.
Pepper, black and white, whole or ground	lb.	0	0	2
Peas, split	do	0	0	0 $\frac{1}{2}$
Pickles, in reputed quarts	dozen	0	3	0
Pickles, in reputed pints	do	0	2	0
Pickles, in reputed half pints	do	0	1	4
Ploughs, harrows, horse hoes, horse rakes, 10 per cent <i>ad valorem</i>				
Pork, fresh, salted, or pickled	lb.	0	0	2
Potatoes	cwt.	0	0	6
Preserves, jams, and jellies	lb.	0	0	2
Paper, viz., All writing paper and white and coloured printing paper, without printing or ruling thereon, imported in original wrappers and untrimmed edges as it leaves the mill, 5 per cent <i>ad valorem</i>				
Plate and Platedware of every description, Britannia metal, nickel and German silver, similar metals and all alloys and imitations, 20 per cent <i>ad valorem</i>				
Pigs	each.	0	2	6
Quicksilver, 5 per cent <i>ad valorem</i>				
Rice	lb.	0	0	1
Railway and tramway plant and material, consisting of locomotives, carriages, rails, fishplates, points and crossings, bolts, spikes, fastening springs, wheels, or axles, 5 per cent <i>ad valorem</i>				
Sago	lb.	0	0	2
Salt	cwt.	0	1	6
Sashes made of wood, 20 per cent <i>ad valorem</i>				
Skirtings made of wood, 20 per cent <i>ad valorem</i>				
Sash weights	cwt.	0	1	6
Spray producers, 5 per cent <i>ad valorem</i>				
Sauces, in bottle, reputed quarts	doz. qrts.	0	4	0
Sauces, in bottle, reputed pints	doz. pints.	0	3	0
Sauces, in bottle, reputed half-pints	doz. $\frac{1}{2}$ -pints.	0	2	0
Sauces, in bottle, reputed quarter-pints	doz. $\frac{1}{4}$ -pints.	0	1	6
And so on in proportion for any greater or less quantity than a dozen of each size.				
Sauces, in bulk	gallon.	0	3	0
Seeds, canary, hemp, rape	lb.	0	0	$\frac{1}{2}$
Sewing and stocking knitting machines, 5 per cent <i>ad valorem</i>				
Shot	lb.	0	0	1
Soap, except fancy or perfumed	do	0	0	1
Soap, fancy or perfumed	do	0	0	3
Soda crystals	do	0	0	$\frac{1}{2}$
Spices of all kinds	do	0	0	4
Starch	do	0	0	1
Sugar, crushed and loaf	do	0	0	1
Sugar, all other kinds	cwt.	0	6	0
Spirits of tar	gallon.	0	0	6
Sheep, viz., Ewes, rams, lambs, wethers, hoggets	each.	0	2	0
Spirits, viz., Brandy, cordials, rectified spirits, and all other liquors or strong waters, geneva gin, rum, whisky	gallon.	0	15	0
And so in proportion for any greater or less quantity than a gallon, not being less than one thirty-second part of a gallon, for spirits in bottle, and spirits in bulk for any quantity not being less than one quarter of a gallon. All spirits under proof to pay duty as if proof.				
Spirits, methylated, taken as proof, containing not less than 10 per cent of methyl of alcohol	gallon.	0	3	0
And so in proportion for any quantity less than one-sixth of a gallon.				
Spirits, perfumed	do	1	4	0
Spirituous compounds	do	0	15	0
Silks (excepting haberdashery goods, unless hereinafter enumerated), crapes, velveteens, plushes, ribbons, silk handkerchiefs, scarfs and neckties of silk, linen cotton, or wool, collars and collarettes, cuffs and fronts, sunshades, parasols, umbrellas, embroideries, flouncings, frillings, plaitings, ruchings, lace, made-up lace goods, gossamers, tulles and nets of all kinds, millinery, being hats, bonnets, hoods, caps, trimmed or in part, or any made-up millinery, artificial flowers, feathers and ornaments, men's Paris hats, gloves and mitts of every description, furs of every description, either made-up or dressed skins, ladies' and children's jackets, ulsters, capes, mantles dolmans, and similar garments, ladies' and children's dresses, blouses, Garibaldi's, skirts, cloaks, and made-up costumes of all descriptions, unless otherwise enumerated, men's and ladies' dressing gowns and dressing jackets, shawls and wraps, rugs of all kinds, eider-down quilts and down pillows, lace and other curtains, Brussels, tapestry, and Axminster carpets of every description, unless otherwise enumerated, hearth rugs of every kind, floor cloths not otherwise enumerated, linoleums, dress trimmings, and fringes, 20 per cent <i>ad valorem</i>				
Treacle and molasses	cwt.	0	3	6
Tapioca	lb.	0	0	2

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### 2.—TABLE OF DUTIES—Continued.

		£.	s.	d.
Tea.....	lb.	0	0	3
Timber, sawn, not otherwise enumerated, 3 inch or over.....	100 sup. ft.	0	1	6
Timber, sawn, under 3 inch.....	do	0	2	6
Timber, boards, planed, of every description, including tongued and grooved.....	do	0	5	0
Timber, in short lengths, suitable for making cases, not exceeding two cubic feet in measurement.....	each case.	0	0	1½
Tobacco, viz., Cigars and cigarettes.....	lb.	0	7	0
Tobacco, manufactured.....	do	0	3	0
Tobacco, snuff.....	do	0	6	0
Tobacco, unmanufactured.....	do	0	2	0
Turpentine.....	gallon.	0	1	0
Twine of all kinds, whipcord, and other cords not otherwise enumerated.....	lb.	0	0	1
Tools of every description, whether for manufacturing purposes or otherwise, 5 per cent <i>ad valorem</i> .....				
Umbrella ribs, 5 per cent <i>ad valorem</i> .....				
Umbrella sticks, 5 per cent <i>ad valorem</i> .....				
Varnish and polish not otherwise enumerated.....	gallon.	0	1	6
Vinegar.....	do	0	1	0
Watches and clocks, 20 per cent <i>ad valorem</i> .....				
Whiting.....	cwt.	0	0	9
Windmills, 5 per cent <i>ad valorem</i> .....				
Wines, in wood.....	gallon.	0	6	0
Wines, in bottle.....	do	0	8	0
Wines, sparkling.....	do	0	10	0
Woolpacks.....	each.	0	0	4
Works of art, viz., Paintings in oil, water colours, and marble statuary, 10 per cent <i>ad valorem</i> .....				
All goods not enumerated in table of duties and table of exemptions to pay duty at the rate of fifteen pounds per cent upon the value of same.				
All goods subject to duty at per hundred pounds, or per hundredweight, or per ton, to pay duty on net weight, and on fractional parts of a quarter of a hundred pounds as if twenty-five pounds, or of a quarter of hundredweight as if twenty-eight pounds, and so in proportion.				
No allowance in weight or measure to be made for exempt articles used in packing goods subject to duty.				
Goods sent to other places with the sanction of proper officer of customs for repairs or renovation to pay on return fifteen pounds per cent on cost of such repair or renovation except on free goods.				

### 3.—LIST OF EXEMPTIONS.

<p>Animals, living, except sheep, cattle, horses, and pigs, not otherwise enumerated.</p> <p>Antimony, in ingots.</p> <p>Atlases.</p> <p>Bags, boxes, casks, and cases, empty, on proof to collector that they have been used in export of Tasmanian produce.</p> <p>Bags, viz., Gunny, bran, ore, flour, and corn sacks.</p> <p>Ballast.</p> <p>Baltic deals, 3 and 4 inch.</p> <p>Banners, specially imported by and for the use of Friendly Societies.</p> <p>Bass, unmanufactured.</p> <p>Bells, specially imported for church or chapel.</p> <p>Bluestone.</p> <p>Board, mill, straw, paste.</p> <p>Board, uncut card.</p> <p>Boiler plates, steel or iron.</p> <p>Bones.</p> <p>Bookbinding cloth and leather.</p> <p>Books, printed.</p> <p>Bottles spirits, malt liquor, vinegar, and wine, being less than reputed half-pints, and not more than three quart.</p> <p>Bottles preserving, not exceeding two quart.</p> <p>Bottles for aerated water, from 5 ozs. upwards.</p>	<p>Bristles, unmanufactured.</p> <p>Brass, sheet and rolled, not perforated.</p> <p>Bright steel, tinned mattress wire.</p> <p>Bulbs.</p> <p>Bullion.</p> <p>Bagging, jute, specially imported for making ore bags.</p> <p>Carbolic powder.</p> <p>Cane.</p> <p>Chalk.</p> <p>Charts.</p> <p>Clay, fire, lumps, unmanufactured.</p> <p>Clay, pipe, unmanufactured.</p> <p>Clocks, specially imported for churches or chapels.</p> <p>Cocoa fibre.</p> <p>Cocoa nut and black oil, unrefined.</p> <p>Coin of the realm.</p> <p>Coir yarn.</p> <p>Coir, unmanufactured.</p> <p>Copperas.</p> <p>Corks and cork, unmanufactured.</p> <p>Cotton, raw, waste, wick, and candle.</p> <p>Cabinet-makers' and upholsterer's material, viz., French polish, sofa and chair springs, chair webbing, hair cloth, castors.</p> <p>Dyewoods and dyestuffs for manufacturing purposes only.</p>
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3.—LIST OF EXEMPTIONS—*Continued.*

- Diving dresses, including boots and helmets.  
 Fish, fresh.  
 Flax, unmanufactured.  
 Flocks, cotton and woollen.  
 Galvanized iron, in plain sheeting.  
 Gems, uncut and unmounted.  
 Gold, in bar, sheet, or dust.  
 Granite, in rough blocks.  
 Grindery for bootmaking, viz.: Tingles, rivets, bootweb, elastic, pegs, Bridgewater dressing burnishing ink, lasting tacks, flat-headed wire nails used by bootmakers only, heels polishing and bottom balls, copper toes, bristles, specially prepared wax pitch, shoe nails, shoe tips and plates, screws for tips, wood and iron lasts, dextrine, boot spikes, cutbills, boot-button eyelets, button-hole beads, socking cloth and paper, scouring stones, wood heels.  
 Hair, unmanufactured.  
 Haircloth for hopkilns.  
 Harmoniums, specially imported for churches or chapels.  
 Harvest yarn, rope, yarn, binding wire.  
 Hatters' material, viz.: Hat buckles, hat lining, silk plush, felt hoods, shellac, galloons, calicoes, shale boards for hat-boxes, hatters' ribbons when cut into lengths not exceeding 34 inches before importation, to be used for fabrication of goods in colony.  
 Hemp and jute, unmanufactured.  
 Hides and skins, raw and unmanufactured, Ice.  
 Ingots sheets, rod, bars, or plates of copper, brass, bronze, or zinc.  
 Ink, printing.  
 Iron, rod, bar, hoop, sheet, plate, pig, angle and T, and tinned, the same not being perforated.  
 Ivory, unmanufactured.  
 Ivory black.  
 Kapock.  
 Kerosene slush.  
 Kreosote, crude.  
 Lamp black.  
 Lead, pig or scrap.  
 Leather, viz.: Morocco, Levant, glove kid, patent calf, goat Levant, coloured roan, calf kid, mock kid, glacé kid, enamelled hide for buggy tops, and dash leather.  
 Lime, carbolate.  
 Lime, chloride.  
 Logwood.  
 Magazines, reviews, pamphlets.  
 Maps.  
 Manures.  
 Marble, in rough block.  
 Memorial windows for churches and chapels.  
 Millstones.  
 Molasses, raw, rendered unfit for human consumption.  
 Moulding sand.  
 Muntz metal.  
 Music, printed or manuscript.  
 Myrobalans.  
 Nails of yellow metal, Muntz or copper.  
 Newspapers.  
 Oakum and junk.  
 Oil cake.  
 Oil from whale fisheries.  
 Oil, palm, unrefined.  
 Oil, refuse, shale.  
 Oil, cod and sod, for tanning purposes.  
 Ores of all kinds of metals.  
 Paintings and engravings for public institutions.  
 Paper for fruit wrapping, not exceeding 10 in. x 10 in.  
 Paraffine and mineral wax.  
 Passengers' baggage and cabin furniture, arriving in the colony within six months before or after the owner thereof, also household furniture and effects, except musical instruments and plate, arriving before or after the owner thereof, the same having been in the owner's use for a period of not less than six months before the removal to Tasmania, such furniture and effects not being for sale.  
 Personal effects the property of a deceased relative formerly resident of Tasmania; proof to be supported by declaration if required.  
 Phosphorus.  
 Pipes, iron, not being made of galvanized iron plain sheeting, and not otherwise enumerated.  
 Pitch.  
 Post office packages, otherwise liable to a duty of not more than one shilling.  
 Potash and pearlash.  
 Plants, trees, and shrubs not otherwise enumerated.  
 Pottery materials, viz.: Litharge, china clay, cor-nish stone, felspar, manganese, and oxide of cobalt.  
 Printing presses.  
 Printing materials.  
 Produce of Tasmania, all goods.  
 Rabbit traps, phosphorisers, or any machine used for destroying rabbits.  
 Rabbit-proof wire netting, being 2 ft. 6 in. to 4 ft. wide, 1 to 1½ inch mesh, and No. 17 or 18 gauge.  
 Rattans.  
 Resin.  
 Rope, cordage, and wire rope.  
 Saddlers' ironmongery, not plated, exclusively used in manufacture of saddlery.  
 Saddlers' materials: Chaise, cart, gig, buggy, and riding saddle-trees, hogskins, saddle nails, dees and staples, patent winker leather, collar check, brace girths, and roller webs.  
 Salt, rock.  
 Salt, manure, rendered unfit for other use.  
 Scale boards.  
 Seeds, garden.  
 Shellac.  
 Silver, in bar, ingot, or sheet.  
 Soda ash.  
 Soda, caustic.  
 Soda, sillicate.  
 Solder and soldering fluid.  
 Specimens in natural history, botany, mineralogy.  
 Stearine.  
 Steel, rod, bar, hoop, sheet, plate, pig, angle and T, and tinned, the same not being perforated.  
 Stock imported exclusively for stud purposes.  
 Stone, in rough block.  
 Suet, tallow, and grease.  
 Sunac.  
 Tannin and tannin extracts.  
 Tar.  
 Terra Japonica.  
 Timber in log.

# Trade and Commerce.

## 3.—LIST OF EXEMPTIONS—*Continued.*

Tin, unmanufactured.  
Tin plates, unmanufactured.  
Tinfoil.  
Twine for reapers and binders.  
Valonia.  
Veneer-wood.

Vegetable black.  
Whalebone, whalefins from whale fisheries.  
Whaling implements and gear.  
Wool, unmanufactured.  
Works of art for public institutions.  
All goods for use of Her Majesty's Government.

## 4.—FORM OF DECLARATION.

I, *A. B.*, hereby declare that the items appearing on the other side hereof are truly and correctly extracted from the invoices herewith produced, and that the values set against such items are the real and true values, being the purchase prices, and the amounts actually paid or agreed to be paid by [*me*]. And I further declare that [*I*] have not received any other account or invoice for these goods.

*A. B., Importer, Agent, Clerk, or Serrant,  
as the case may be.*

Declared before me,

## 5.—BOND FOR EXPORT OF GOODS.

KNOW ALL MEN by these presents that we, \_\_\_\_\_, in the Colony of *Tasmania*, merchants, trading under the style or firm of \_\_\_\_\_, are bound to OUR SOVEREIGN LADY VICTORIA, by the Grace of God of the United Kingdom of *Great Britain and Ireland*, Queen, Defender of the Faith, and so forth, in the penal sum of \_\_\_\_\_ pounds, to be paid to our said Lady the Queen, her heirs or successors, for which payment we bind ourselves and each of us, our and each of our heirs, executors, and administrators, jointly and severally by these presents.

Sealed with our seals. Dated the \_\_\_\_\_ day of \_\_\_\_\_ one thousand eight hundred and ninety \_\_\_\_\_

WHEREAS the above bounden \_\_\_\_\_ now have and may from time to time have occasion, either as the exporter or as the agent of the exporter, to export from the port of \_\_\_\_\_ warehoused goods and goods entitled to some drawback of customs on exportation; and that such exports may be permitted, the above bounden \_\_\_\_\_ have agreed to enter into a bond in the penal sum of \_\_\_\_\_ pounds, with such condition as is hereunder written :

Now the condition of the above-written bond is such that if all warehoused goods and goods entitled to some drawback of customs on exportation, not exceeding in the whole such a quantity of goods as that the duty payable by law upon the exportation thereof amounts in the aggregate to the sum of \_\_\_\_\_ pounds, which shall at any time, and from time to time during the term of one year from the day of the date of the above-written bond, if the limit aforesaid to the quantity of the said goods is not sooner reached, be entered outwards at the port of \_\_\_\_\_ by the said \_\_\_\_\_, as the exporter or the agent of the exporter, shall be duly shipped and exported, and shall be landed at the place for which they are entered outwards, or otherwise accounted for, to the satisfaction of the collector of customs for the time being, then the above-written bond shall be void; otherwise the same shall remain in full force.

Signed, sealed, and delivered by the above-named }  
in the presence of }

## CUSTOMS TARIFF OF VICTORIA, INCLUDING EXCISE DUTIES

(Corrected up to March, 1893.)

(As published June, 1893.)

## I.—IMPORT TARIFF.

		£	s.	d.
Acids, viz. :—				
1	Acetic, containing not more than 30 per cent acidity..... pint or lb.	0	0	3
	do for every extra 10 per cent or part of 10 per cent above 30 per cent. do	0	0	1
2	Muriatic, nitric, sulphuric..... cwt.	0	5	0
3	Ale, porter, spruce, lager, and other beer, cider and perry, in bottles, per gallon, or for six reputed quart bottles, or for twelve reputed pint bottles.....	0	1	6
4	Ale, porter, spruce, lager, and other beer, cider and perry, not otherwise enumerated..... gallon.	0	1	0
5	Almonds..... pint or lb. (*)	0	0	2
Animals, live, viz. :—				
6	Bulls, bullocks, steers, cows, heifers, and calves..... head.	1	10	0
7	Sheep and lambs..... do	0	2	0
8	Pigs..... do	0	10	0
9	Horses..... do	2	10	0
	Animals, live, being <i>bonâ fide</i> working stock of settlers. See list of exemptions.			
10	Apparel, articles of, being wholly or partly made up from materials containing wool, the duty on which is 40 per cent <i>ad valorem</i> on importation, 50 per cent <i>ad valorem</i> .....			
11	Apparel, slops, clothing, underclothing, and articles of attire, not otherwise enumerated, whether wholly or partly made up (except diving dresses, including the boots, gloves, and helmets for such dresses, free), 35 per cent <i>ad valorem</i> .....			
12	Arrowroot..... pint or lb. (*)	0	0	2
Axles :—				
13	Common dray, with lincpins, 25 per cent <i>ad valorem</i> .....			
	Common nut, and others not enumerated :—			
14	Up to 1½ inch diameter inclusive..... arm.	0	3	0
15	Above 2½ inch do..... do	0	4	6
16	Mail patent, up to 1½ inch diameter inclusive..... do	0	4	6
17	do above 1½ inch do..... do	0	7	0
18	Other patent axles, with brass caps..... do	0	10	0
19	Bacon..... lb.	0	0	2
20	Bags and sacks (except gunnies and sugar mats, free) the capacity of which is less than 3 bushels..... doz.	0	0	6
21	Bags :—			
	Fancy, hand, reticules, or travelling, including the articles belonging thereto (if any), 25 per cent <i>ad valorem</i> .....			
22	Woolpacks..... doz.	0	3	0
23	Biscuits..... lb.	0	0	2
24	Blacking, including burnishing ink, dressing, harness polishing, and paste, 25 per cent <i>ad valorem</i> .....			
25	Blue..... lb.	0	0	2
	Boots and shoes : English sizes of 1888 to be the standard (except children's 0 to 3, and slippers of straw only, free), viz. :—			
26	Men's, No. 6 and upwards..... doz. pairs.	3	0	0
27	Youth's, Nos. 2-5..... do	2	2	0
28	Boys', Nos. 7-1..... do	1	10	0
29	Women's, Nos. 3 and upwards..... do	2	5	0
30	Girls', Nos. 11-2..... do	1	16	0
31	do Nos. 7-10..... do	1	4	0
32	Children's, Nos. 4-6, and slippers..... do	0	8	6
33	With uppers of lasting or of other material not being leather, with or without leather toe-caps, but not goloshed or vamped with leather..... do	1	10	0
34	Slippers, Nos. 7-2..... do	0	12	0
35	do not otherwise mentioned..... do	0	18	0
36	Shoes, spiked..... do	0	12	0
37	Goloshes or overshoes..... do	0	4	0
38	Boots and shoes of india-rubber..... do	0	12	0
	Boot and shoe uppers, viz. :—			
39	Leather, closed, men's..... do	1	4	0
40	do do women's and children's..... do	0	18	0
41	do Wellington fronts and grafts..... do	0	6	0
42	Cashmere, lasting, or stuff..... do	0	3	0

(\*) Per pint or lb. or reputed package of that quantity or weight, and so in proportion for any such reputed quantity or weight.



# Trade and Commerce.

## I.—IMPORT TARIFF—Continued.

		£.	s.	d.
43	Bottles, glass or stone, containing a reputed quart or any less quantity of spirits (not perfumed), wine, ale, porter, or other beer, and bottles containing aerated or mineral waters.....	doz.	0	0 6
44	Bottles of all kinds, containing an imperial quart or any less quantity (except one fluid dram or less, free) of liquid or other substance, not otherwise enumerated.....	do	0	0 3
45	Boxes, cardboard or paper, including paper or cardboard (with or without printing) cut into shapes for wrapping or boxing, 25 per cent <i>ad valorem</i> .....			
46	Boxes or cases, viz.: Dressing, glove, handkerchief, jewel, scent, work, including the articles belonging thereto (if any), 25 per cent <i>ad valorem</i> .....			
47	Brownware, tiles, retorts, fire lumps, and fire-clay goods, including fire-bricks, 20 per cent <i>ad valorem</i> .....			
48	Brushware (except artists' brushes, free), 35 per cent <i>ad valorem</i> .....			
49	Buckets and tubs, other than wooden, 25 per cent <i>ad valorem</i> .....			
50	Butter.....	lb.	0	0 2
51	Butterine and oleomargarine.....	do	0	1 0
52	Candles.....	do	0	0 2
53	Cards, playing.....	doz. packs.	0	3 0
54	do in sheets.....	do	0	2 6
55	Carpeting and drugging (except printed felt, free), 25 per cent <i>ad valorem</i> .....			
	Carriages (*), carts, and conveyances, including secondhand, viz.:—			
56	Boston chaises, dog carts, tilburys, and other two-wheeled vehicles on springs or thorough braces.....	each.	10	0 0
57	Buggies, four-wheeled, wagons for carrying goods, wagons single or double seated, wagons express: without tops, mounted on springs or thorough braces.....	each.	15	0 0
58	Hansom safety cabs.....	do	20	0 0
	Single and double seated wagons, wagonettes, four-wheeled buggies: with tops.....	do	20	0 0
59	Omnibuses and coaches for carrying mails or passengers.....	do	40	0 0
60	Barouches, broughams, drags, landaus, mail phaetons.....	do	50	0 0
61	All carts and wagons without springs, and spring carts and spring drays with two wheels, 20 per cent <i>ad valorem</i> .....			
62	All carriages or conveyances not otherwise enumerated, 25 per cent <i>ad valorem</i> .....			
63	Bicycles, tricycles, and similar vehicles, 25 per cent <i>ad valorem</i> .....			
64	Perambulators and children's carriages whether wholly or partly made up, or parts of the same, 35 per cent <i>ad valorem</i> .....			
65	Cement, including plaster of Paris and other products having sulphate of lime as a basis.....	cwt.	0	1 0
66	Charcoal and coal (ground), 20 per cent <i>ad valorem</i> .....			
67	Cheese.....	lb.	0	0 3
68	Chinaware and porcelain (except photographic, scientific and telegraphic materials, free), 15 per cent <i>ad valorem</i> .....			
69	Clocks, and all parts thereof, whether wholly or partly made up, 20 per cent <i>ad valorem</i> .....			
70	Clogs and pattens, 20 per cent <i>ad valorem</i> .....			
71	Cloths, oil and other floor, 20 per cent <i>ad valorem</i> .....			
72	Coffee, cocoa, chicory, chocolate (except cocoa or coffee, raw, free).....	lb.	0	0 3
73	Combs, toilet, 10 per cent <i>ad valorem</i> .....			
74	Confectionery, comfits, succades, sweetmeats.....	pint or lb. (1)	0	0 2
	Cordage (except unserviceable, when cut into lengths of not over 3 feet, metal cordage, coir yarn, free and reaper and binder twine. <i>See</i> Twine, viz.:—			
75	Coir rope.....	cwt.	0	5 0
76	Other cordage, including engine packing (not being sheet) and housing and seizing lines, and spun-yarn.....	do	0	12 0

(\* NOTE.—(Any separate parts of carriages not specially enumerated as dutiable or free are chargeable with such duty as the Commissioner may determine under section 6 of *Customs and Excise Duties Act, 1890*.)

The following are the rates at present in force (but are liable to alteration), viz.:—

		£	s.	d.
Parts of carriages:—				
Sets of wheels (unbored and untired).....	set.	2	0	0
do (bored and tired).....	do	3	0	0
Poles.....	each.	0	5	0
Shafts and bars.....	set.	0	1	0
Under gear (including axles and arms).....	do	4	0	0
Buggy tops (if composed principally of leather).....	each.	5	0	0
do (if of any other material).....	do	3	0	0
Carriage bodies in the white.....	do	5	0	0

(1) Per pint or lb. or reputed package of that quantity or weight, and so in proportion for any such reputed quantity or weight.

## I.—IMPORT TARIFF—Continued.

		£.	s.	d.
77	Corks, cut.	lb.	0	0 4
78	Cutlery (except plated and mixed metalware, otherwise dutiable, and cutlery of iron and steel, being tools of trade, and axes, free), 10 per cent <i>ad valorem</i>			
	Drugs, viz.:			
79	Ammonia, carbonate of	pint or lb.	0	0 2
80	do liquid	do	0	0 2
81	Chlorodyne, 25 per cent <i>ad valorem</i>			
82	Cocculus indicus	lb.	0	1 0
83	Glycerine, pure	do	0	0 3
84	do crude	do	0	0 1
85	Morphia	oz.	0	1 6
86	Nitrate of silver	do	0	0 6
87	Nux vomica	lb.	0	0 2
88	Strychnine	oz.	0	1 0
	Drugs packed for retail sale. See "Medicines"			
89	Earthenware, including packing (except photographic, scientific, and telegraphic materials, free), measuring outside the package as imported	cubic foot.	0	0 8
90	Engines, being portable engines, fixed on a locomotive boiler horizontally, and fitted up with wheels and shafts suitable for transport on an ordinary road, 25 per cent <i>ad valorem</i>			
	Engines, of all kinds, not otherwise enumerated. See Metals.			
91	Eggs	gross.	0	2 0
	Explosives (except fine meal powder, not sporting, in bulk and in packages of not less than 25 lbs. each, free), viz.:			
92	Powder, sporting	lb.	0	0 3
93	do blasting	do	0	0 1
94	Gelatine and gelatine dynamite	do	0	0 1
95	Other explosives	do	0	0 4
96	Fancy goods (except artificial flowers, free), 10 per cent <i>ad valorem</i>			
97	Feathers for ornamental purposes, 25 per cent <i>ad valorem</i>			
98	Fillets, line, for bookbinders, 10 per cent <i>ad valorem</i>			
99	Fireworks, 20 per cent <i>ad valorem</i>			
100	Frilling, ruffling, plaitings, ruchings, 25 per cent <i>ad valorem</i>			
101	Fruits, dried and preserved from decay by any process	lb.	0	0 3
	Fruits and vegetables, preserved (not dried), packed in bottles, jars, or other vessels, as under:			
102	Quarts, and over a pint	dozen.	0	6 0
103	Pints, and over half-a-pint	do	0	3 0
104	Half-pints and smaller sizes	do	0	1 6
105	Over a quart and not exceeding a gallon	do	0	18 0
106	Fruits, boiled, or partly boiled, or pulp	lb.	0	0 3
107	Fruits, green, being oranges or lemons	bushel.	0	0 9
	Fruits, green, being bananas, guavas, mangoes, olives, and pineapples. See list of exemptions.			
108	Fruits, green, not otherwise enumerated	do	0	1 6
109	Fur, hatters' (except mungo, free), 25 per cent <i>ad valorem</i>			
110	Fur skins, dressed or prepared for making up	lb.	0	0 2
111	Furniture, including secondhand (including all articles of furniture made of metal or wicker), 40 per cent <i>ad valorem</i>			
112	Fuse, per coil of 24 feet or less, and in proportion for any greater quantity		0	0 1½
113	Gelatine	lb.	0	0 6
	Glassware, including packing (except locket, brooch, watch glasses, and optical, surgical, scientific instruments, and photographic materials, and syphon bottles for aerated waters, free, viz.:			
114	Cut, embossed, engraved, etched, frosted, ground, sandblast, and not otherwise enumerated (measuring outside the package as imported)	cubic foot.	0	2 6
115	Bottles for aerated waters (measuring outside the package as imported)	do	0	0 6
116	Bottles for medicines (measuring outside the package as imported)	do	0	1 0
117	Other (measuring outside the package as imported)	do	0	1 0
118	Glass, viz.:- Bent, bevelled, heraldic, silvered; corners: cut, bevelled, or engraved; panes, prisms, and all other framed with metal, 35 per cent <i>ad valorem</i>			
119	Gloves (kid or leather), 20 per cent <i>ad valorem</i>			
120	Glucose, solid	cwt.	0	6 0
121	do liquid	do	0	3 0
122	Glue, liquid, and liquid gum and cements, 20 per cent <i>ad valorem</i>			
123	Glue	lb.	0	0 2
	Grain, viz.:			
124	Oats and barley	cental.	0	3 0
125	Maize, pease, beans, wheat	do	0	2 11

# Trade and Commerce.

## I.—IMPORT TARIFF—Continued.

		£.	s.	d.
Grain, prepared, viz.:				
126	Barley, pearl and scotch .....	cental.	0	7 6
127	Oatmeal .....	do	0	9 0
128	Maizena, maize flour, or corn flour .....	pint or lb. (*)	0	0 2
129	Malt .....	bushel.	0	4 6
130	Grain and pulse of every kind, not otherwise enumerated when prepared or in any way manufactured .....	cent	0	5 0
131	Grain and pulse of every kind, not otherwise enumerated .....	do	0	2 0
132	Grease, antifriction .....	ton	3	0 0
Hair, articles of artificial human hair, manufactured, viz.:				
133	Head-dresses, hair plaits, hair plait stems, side pads, chignons, 25 per cent <i>ad valorem</i> .....			
134	Hair, curled .....	lb.	0	0 2
135	Hams .....	do	0	0 2
136	Handkerchiefs (except of cotton or linen only, free), whether made up or in the piece, 10 per cent <i>ad valorem</i> .....			
Hats, caps and bonnets, viz.:				
137	Hats and caps, cloth, sewn, and not upon any foundation or frame .....	doz.	0	8 0
138	Hats, children's, boy's, men's, or women's felt; hats, boy's and men's, with a calico or other foundation or frame, and covered with any material ..	do	1	16 0
139	do dress .....	do	3	0 0
140	do caps, and bonnets, all other, 25 per cent <i>ad valorem</i> .....			
141	do or helmets of pith .....	doz.	1	0 0
142	Honey, .....	pint or lb. (1)	0	0 2
143	Hoods, felt, pool-over hoods, and any article of felt prepared for the manufacture of hats .....	doz.	0	5 0
144	Hops .....	lb.	0	0 8
145	Hosiery (except of cotton, linen, and elastic silk stockings for surgical purposes, free or except otherwise specified), 35 per cent <i>ad valorem</i> .....			
<b>Note.</b> —Hosiery means stockings, socks, and other machine or hand-knit covering for the feet or legs, and no other articles. (Sec. 11, Act, 1882.)				
146	Implements, agricultural (except reapers and binders, free), 20 per cent <i>ad valorem</i> .....			
147	Ink, printing (coloured) .....	lb.	0	0 6
148	Inks, writing, liquid or powder, 10 per cent <i>ad valorem</i> .....			
Instruments, musical (except action-work in separate pieces, including rails and keys, free), including secondhand:				
149	Pipe organs and all parts thereof, including piano-forte action, made up, 25 per cent <i>ad valorem</i> .....			
150	Pianos, upright .....	each	5	0 0
151	do square, grand, or semi-grand .....	do	15	0 0
152	Harmoniums and cabinet organs, not otherwise enumerated .....	do	3	0 0
Instruments, optical, and scientific. See list of exemptions (Metals).				
Instruments, surgical. See list of exemptions.				
153	Jams and jellies .....	pint or lb.	0	0 3
Jewellery (except cameos and precious stones unset, free), viz.:				
154	Rings of gold, finished or unfinished, but without cameos or precious stones set therein .....	dwt. troy	0	4 0
155	All other, whether manufactured wholly or in part, including imitation jewellery, cases containing jewellery or imitation jewellery, also pencil cases, 25 per cent <i>ad valorem</i> .....			
156	Lamps, lampware, and lanterns (not including globes, shades, and chimneys otherwise dutiable as glassware, and electroliers and gasaliers, otherwise dutiable as manufactures of metals), 35 per cent <i>ad valorem</i> .....			
157	Lead, sheet and piping .....	cwt.	0	2 6
Leather [except (crust or rough-tanned), viz.:				
158	Calf, goat, hogskin, sheep, or kangaroo, when not exceeding seven pounds each skin; and English bend, sometimes called butt, free); and kid, calf kid, mock kid, and patent calf, free] .....	lb.	0	0 6
159	Leather, furniture, bootmaking, and bookbinding morocco (except black), Persian sheep, roan, and skivers, 35 per cent <i>ad valorem</i> .....			
160	Black morocco and goat Levant, 20 per cent <i>ad valorem</i> .....			
161	Leatherware, harness, saddles, or articles made up of leather, or any manufacture of which leather is the most valuable part, including trunks and portmanteaus, and leather cut into shapes, not otherwise enumerated, 45 per cent <i>ad valorem</i> .....			
162	Leather, laces .....	lb.	0	1 0
163	Leaf, gold and silver, 20 per cent <i>ad valorem</i> .....			
164	Macaroni and vermicelli .....	pint or lb. (1)	0	0 1

(\*) Per pint or lb. or reputed package of that quantity or weight, and so in proportion for any such reputed quantity or weight.

(1) Per pint or lb. or reputed package of that quantity or weight, so in proportion for any such reputed quantity or weight.

## I.—IMPORT TARIFF—Continued.

		£.	s.	d.
165	Marble and stone, wrought (except lithographic stones and stones for milling and grinding purposes, free), 35 per cent <i>ad valorem</i> .....			
166	Matches and vestas (except wood safety, free), viz.:			
	Wax vestas ;			
	For every gross of metal boxes not otherwise specified, containing in each box :			
167	100 vestas or under.....	0	1	3
168	Over 100 and not exceeding 200 vestas.....	0	2	6
	And so on per gross of metal boxes for each additional 100 vestas or part thereof..... additional	0	1	3
	For every gross of paper, small round tin, or other boxes, containing in each box :			
169	100 vestas or under.....	0	1	0
170	Over 100 vestas and not exceeding 200 vestas.....	0	2	0
	And so on per gross of boxes for each additional 100 vestas or part thereof..... additional	0	1	0
	Wooden matches :			
	For every gross of boxes containing in each box :			
171	100 matches or under.....	0	0	6
172	Over 100 and not exceeding 200 matches.....	0	1	0
	And so on per gross of boxes for each additional 100 matches or part thereof..... additional	0	0	6
173	Mats and rugs not otherwise enumerated, 35 per cent <i>ad valorem</i> .....			
174	Matting, coir and jute, 35 per cent <i>ad valorem</i> .....			
	Matting. See list of exemptions.			
175	Meats and fish, potted; and meats, fish, soups, and vegetables, extracts of, or concentrated, 20 per cent <i>ad valorem</i> .....			
176	Meats and fish, preserved, not salted or dried or preserved in brine..... pint or lb. (1)	0	0	2
177	Meats, beef, mutton, veal, and lamb..... 100 lbs.	0	7	0
178	do pork..... do	0	10	0
179	Medicines consisting of two or more ingredients mixed ready for use, not being in chemical combination; drugs and chemicals packed ready for retail sale or consumption, including medical compounds containing spirits not exceeding the strength of proof by Sykes's hydrometer; and all preparations recommended as beneficial for any portion of the human or animal body, or the cure or the treatment of any disease or affection whatever; and medicine chests or cases, with or without fittings, 25 per cent <i>ad valorem</i> .....			
180	Metals, manufactures of; machines, machinery, and engines of all kinds, not otherwise enumerated, including fittings for pipes and tubes (but not including furniture otherwise dutiable), 35 per cent <i>ad valorem</i> .....			
181	H rolled girder and channel iron..... ton	3	0	0
	Wire, barbed..... do	3	0	0
	Castings, viz.:			
	Bars, fire..... do	3	0	0
	Cylinders, hydraulic..... do	3	0	0
	Pipes, and connexions for same..... do	3	0	0
	Plates, tank..... do	3	0	0
	Weights, sash..... do	3	0	0
182	Metalware, plated and mixed (except door handles, locks, shaft tips, stump and finger joints, and slot irons used in carriage building, harness mounting and hames, free; and furniture otherwise dutiable, 35 per cent <i>ad valorem</i> .....			
183	Milk, preserved..... pint or lb.	0	0	2
184	Mustard..... lb.	0	0	2
	Nails (except for trunks and grindery, free):			
185	do iron and steel..... cwt.	0	7	6
186	do horseshoe..... do	0	14	0
187	Nuts (except cocoanuts and candle-nuts, free)..... lb.	0	0	2
188	Oil and paste, furniture, 20 per cent <i>ad valorem</i> .....			
189	Oils, in bulk (except cocoanut, fish of all sorts, mineral refined of which the point of ignition is below 80° Fahr., kerosene, palm, lubricating of which the chief component part is mineral and resin, free)..... gallon	0	0	6
	Oils, packed in bottles, jars, or other vessels, not exceeding one gallon in size, as under:			
190	Quarts and over a pint..... doz.	0	4	0
191	Pints and over a half-pint..... do	0	2	0
192	Half-pints and smaller sizes..... do	0	1	0
193	Over a quart and not exceeding a gallon..... do	0	12	0

(1) Per pint or lb. or reputed package of that quantity or weight, and so in proportion for any such reputed quantity or weight.

# Trade and Commerce.

## I.—IMPORT TARIFF—Continued.

		£ s. d.
194 Oilmen's stores (except essential oils and essences not containing alcohol, free packed in bottles or jars not exceeding one reputed quart in size, or in canisters or vessels not exceeding one quart in size, 20 per cent <i>ad valorem</i> .....		
195 Oilmen's stores not otherwise enumerated (except isinglass, uncut, free) 10 per cent <i>ad valorem</i> .....		
196 Onions.....	ton	1 0 0
197 Opium, including all goods, wares, and merchandise mixed or saturated with opium, or with any preparation or solution thereof, or steeped therein respectively.....	lb.	1 0 0
Paints and colours (except artists' colours):		
198 Ground in oil, including patent dryers and putty.....	ton	2 0 0
199 Mixed ready for use, from or of any substance.....	do	4 0 0
200 Paper (except writing and printing, in original wrappers and uncut edges, as it leaves the mill; paperhangings and millboard, free):		
Cut.....	lb.	0 0 2
201 Advertising matter, printed or lithographed, or any printed plates, lithographs, pictures, cards, or matter of a similar description used or capable of being used for advertising purposes.....	lb.	0 0 4
202 Paper, other.....	cwt.	0 6 0
203 do bags.....	do	0 15 0
204 do cardboard, pasteboard.....	do	0 4 0
Parasols, sunshades, and umbrellas, with or without covers, made up wholly or in part, viz.:		
205 From materials not containing silk.....	each	0 1 0
206 From material containing silk.....	do	0 2 6
207 Parasol, sunshade and umbrella sticks, when wholly or partly fitted with frames.....	do	0 1 0
208 Peel, candied, draided, or preserved.....	lb.	0 0 2
209 Perfumery, 20 per cent <i>ad valorem</i> .....		
Pickles (packed in bottles, jars, or other vessels, not exceeding one gallon in size), as under:		
210 Quarts and over a pint.....	doz.	0 3 0
211 Pints and over a half-pint.....	do	0 2 6
212 Half-pints and smaller sizes.....	do	0 1 0
213 Over a quart and not exceeding a gallon.....	do	0 12 0
214 Pickles, all other, 20 per cent <i>ad valorem</i> .....		
Pipes, metal, and fittings for. See Metals, and list of exemptions (Metals).		
215 — Smoking, clay.....	gross	0 1 0
216 — do all other, and cigar and cigarette holders, 25 per cent <i>ad valorem</i> .....		
217 — Cases for pipes, cigar, and cigarette holders, 25 per cent <i>ad valorem</i> .....		
218 Plate of gold.....	oz. troy	0 8 0
219 do silver.....	do	0 2 0
220 Potatoes.....	ton	1 0 0
221 Powders, baking, seidlitz, washing, 20 per cent <i>ad valorem</i> .....		
222 Provisions (including vegetables), salted dried or preserve in brine, not otherwise enumerated (except beef, mutton, veal, lamb, and pork, otherwise dutiable).....	cwt.	0 5 0
223 Quilts, sewn; cosies, and cushions, 30 per cent <i>ad valorem</i> .....		
224 Rice.....	cental	0 6 0
225 do undressed, imported into any bonded warehouse, and dressed therein.....	do	0 4 0
226 do Paddy.....	do	0 2 0
do See list of exemptions.		
227 Rolls, ornamental (for bookbinders), 10 per cent <i>ad valorem</i> .....		
228 Rugs, waterproof, and horse clothing (including saddle-cloths, also girths not otherwise dutiable) 35 per cent <i>ad valorem</i> .....		
Rugs, not otherwise enumerated. See Mats.		
Saddle-trees:		
229 Harness.....	doz.	0 10 0
230 Riding.....	do	1 0 0
231 Salt (except rock salt, free).....	ton	1 0 0
Sauces, packed in bottles, jars, or other vessels not exceeding one gallon in size, as under, viz.:		
232 Quarts and over a pint.....	doz.	0 4 0
233 Pints and over a half-pint.....	do	0 2 0
234 Half-pints and smaller sizes.....	do	0 1 0
235 Over a quart and not exceeding a gallon.....	do	0 12 0
236 All other, 10 per cent <i>ad valorem</i> .....		
237 Seeds, canary, 10 per cent <i>ad valorem</i> .....		
238 Shot.....	lb.	0 0 1
239 Silks (except hatters' silk plush, umbrella silk, silk for flour dressing, silk fags, oil silks, fringes, tassels, and gimp for furniture, reps, damasks and other material for covering furniture, free), in the piece, or piece-goods containing silk, and all materials in the piece, having silk worked or sewn thereon, whether cut into lengths or shapes or not, 25 per cent <i>ad valorem</i> .....		

## I.—IMPORT TARIFF—Continued.

		£	s.	d.
240	Soap, perfumed and toilet	lb.	0	0 4
241	do other	do	0	0 2
242	Soda crystals	ton	2	0 0
243	* Spices, ground	pint or lb.	0	0 2
244	Spirit or strong waters of any strength not exceeding the strength of proof by Sykes's hydrometer, and so on in proportion for any greater strength than the strength of proof.	gallon	0	15 0
	Or 30 s. for each reputed 2-gallon case, or 60s. for each reputed 4-gallon case, when the said cases respectively do not contain more than the reputed contents, and so on for each reputed gallon or part of a gallon.			
245	Spirits, cordials, liqueurs, or strong waters, sweetened or mixed with any article so that the degree of strength cannot be ascertained by Sykes's hydrometer (including all alcohol diluted or undiluted with water or other menstruum, and containing in solution any essence, essential oil, ether, or other flavouring or other substance, whether of natural or artificial origin)	gallon	0	15 0
246	Spirits, methylated	liquid gall.	0	1 0
247	do perfumed	gallon	1	4 0
248	Springs, sofa, chair, and other furniture, 10 per cent <i>ad valorem</i>			
249	Starch	lb.	0	0 2
	Starch. See list of exemptions (Rice).			
250	Stationery, manufactured, as under:			
	Albums of all sorts, 35 per cent <i>ad valorem</i>			
	Blotters, blotting cases, blotting pads, bill-heads, and all other printed, ruled, or engraved forms of paper, bound or unbound, including printed or lithographed advertisements or posters of all kinds when framed, 35 per cent <i>ad valorem</i>			
	Books; account, betting cheque, copy, diary, drawing, exercise, guard, letter, music, memo., pocket, receipt, sketch, 35 per cent <i>ad valorem</i>			
	Bill files and letter clips, 35 per cent <i>ad valorem</i>			
	Cards; printers', visiting, funeral, menu, programme, wedding, in sheet or cut, 35 per cent <i>ad valorem</i>			
	Card cases, not being of gold or silver, 35 per cent <i>ad valorem</i>			
	Date cases, cards, calendars, 35 per cent <i>ad valorem</i>			
	Envelopes, 35 per cent <i>ad valorem</i>			
	Ink bottles, inkstands, ink wells, 35 per cent <i>ad valorem</i>			
	Labels, luggage and other, 35 per cent <i>ad valorem</i>			
	Memo., slates and tablets, 35 per cent <i>ad valorem</i>			
	Mounts or stands for pictures, 35 per cent <i>ad valorem</i>			
	Parchment, cut, 35 per cent <i>ad valorem</i>			
	Sketch blocks, 35 per cent <i>ad valorem</i>			
	Wrappers, fancy, for writing paper, 35 per cent <i>ad valorem</i>			
	Writing cases, desk, and stationery cases, 35 per cent <i>ad valorem</i>			
251	Stearine	lb.	0	0 2
252	(+) Sugar, the produce of sugar cane	cwt.	0	3 0
253	Sugar, the produce of sugar cane, bonded and refined in Victoria in a bonded warehouse, under regulations framed by the Governor in Council	do	0	2 0
254	Sugar, the produce of beet-root, and all other sugar	do	0	6 0
255	Sugar candy	pint or lb. (*)	0	0 2
256	Sugar molasses (except unrefined, free)	cwt.	0	3 0
257	Tea	lbs.	0	0 3
258	Tents and tarpaulins, 20 per cent <i>ad valorem</i>			
	Timber and building materials, except:			
	Staves, shaped or dressed; timber, finished, not otherwise enumerated, otherwise dutiable			
	Ash, Australian and New Zealand pine, blackwood, cedar, hickory, oak, posts and rails, staves, sycamore, walnut, whitewood, willow, undressed			free.
	Hardwood (undressed logs of the size of 9 inches square or larger)			do
	California redwood, sugar pine, American white pine (undressed, 1 inch and over in thickness)			do
	Spars in the rough			do
	Spokes and felloes of hickory, in the rough			do
	Timber known as Oregon, undressed logs of any size			do
259	Architraves and mouldings, of all sorts, wholly or partly prepared, under 3 inches in width	100 ft. lin.	0	4 0
260	Architraves and mouldings, of all sorts, wholly or partly prepared, 3 inches and over in width	100 ft. lin.	0	7 0
261	Boards, flooring, lining, weather, shelving: dressed or planed	100 ft. sup.	0	1 6

\* Per pint or lb. or reputed package of that quantity or weight, or so in proportion for any such reputed quantity or weight.

(+) Since the publication of this tariff the duty on sugar is stated to have been doubled.

# Trade and Commerce.

## I.—IMPORT TARIFF—Continued.

		£	s.	d.	
Timber and building materials, except :					
262	Doors not exceeding 1½ inch in thickness	each.	0	5	0
263	do over 1½ inch and not exceeding 1¾ inch in thickness	do	0	7	6
264	do over 1¾ inch in thickness	do	0	10	0
265	Frames, door and window	do	0	5	0
266	Hardwood	100 ft. sup.	0	3	0
267	Laths	1,000	0	5	0
268	Palings	100	0	0	9
269	Pickets, dressed	do	0	6	6
270	do undressed	do	0	0	6
271	Sashes, window, unglazed	pair	0	2	0
272	do do glazed	do	0	3	0
273	Shingles	1,000	0	0	9
274	Skirting, wholly or partly prepared	100 ft. lin.	0	7	0
275	Spokes and fellos in the rough (except hickory, free)	100	0	0	6
276	Timber of sizes less than 7 inches by 2½ inches	100 ft. sup.	0	4	0
277	do bent (not otherwise enumerated), 25 per cent <i>ad valorem</i>				
278	do cut into shapes for making into cases, boxes, or similar articles	cubic foot	0	0	6
279	do known as Oregon, of sizes less than 7 inches by 2½ inches	100 ft. sup.	0	5	0
280	do do of the sizes of 7 inches by 2½ inches and upwards, and less than 12 inches by 6 inches	do	0	2	6
281	do do the sizes of 12 inches by 6 inches and upwards	do	0	1	6
	do finished. <i>See</i> Woodware.				
Tobacco (except sheepwash, including tobacco soaked on the landing thereof from the importing ship, or on delivery from the warehouse, in turpentine, oil, or other fluid, in the presence of some officer of Customs, so as to render it unfit and useless for human consumption, free):					
282	Manufactured	lb.	0	3	0
283	Unmanufactured	do	0	1	0
284	Cigars	do	0	6	0
285	Snuff	do	0	3	0
286	Twine (except sewing or seaming of hemp, cotton, or flax, free)	do	0	0	2½
287	Twine:				
	Reaper and binder twine and yarn made from jute, hemp, or flax	cwt.	0	8	0
288	Typeholders, for bookbinders, 10 per cent <i>ad valorem</i>				
289	Varnish, including lithographic	gallon	0	2	0
290	Vegetables (except salted, dried, or preserved in brine, otherwise dutiable), dried and preserved from decay by any process	lb.	0	0	3
291	Vinegar, not being acetic acid or crude vinegar, aromatic, or raspberry	gallon	0	0	6
292	Watches, and all parts thereof, wholly or partly made up, 20 per cent <i>ad valorem</i>				
293	Waters, aerated or mineral, 10 per cent <i>ad valorem</i>				
294	Whips, 45 per cent <i>ad valorem</i>				
295	Wickerware (except furniture otherwise dutiable), 45 per cent <i>ad valorem</i>				
296	Wine, sparkling	gallon	0	15	0
297	do other	do	0	12	0
	NOTE.—Wine containing more than 25 per cent of alcohol of the S. G. '825 at the temperature of 60° Fahrenheit is chargeable with duty as spirits.				
298	Woodware (except furniture otherwise dutiable), including beehives, bellows, picture frames, and wooden hames, turnery (except billiard balls in the rough, free), staves, shaped or dressed, and finished timber not otherwise enumerated (except engravers' boxwood, shafts and poles in the rough, and ash oars, free), 35 per cent <i>ad valorem</i>				
299	Casks and shooks, new or second-hand, buckets and tubs, 35 per cent <i>ad valorem</i>				
	Woollen manufactures or manufactures containing wool (except printer's blankets and collar checks, free), viz.:				
300	Blankets, blanketing, rugs, and rugging, 35 per cent <i>ad valorem</i>				
301	Piece goods, whether in the piece or cut into lengths or shapes, being vestings, trouserings, coatings, shirtings, broadcloths, witneys, naps, flannels, mantle cloths, cloakings, ulsterings, kerseys, serges, costume cloths, melton cloths, and tweeds, 40 per cent <i>ad valorem</i>				

## II.—EXPORT TARIFF.

302	Scrap iron	ton	3	0	0
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## III.—EXCISE DUTIES.

		£	s.	d.
	Spirits distilled in Victoria :			
303	From malt, grain, grapes, or wine..... gallon (*)	0	11	0
304	From sugar, treacle, or molasses, or from wort wash or spent wash, with which sugar, treacle, or molasses has been made or mixed, or from beer or ale..... gallon (*)	0	13	0
305	From roots..... do (*)	0	13	0
306	Tobacco, snuff, cigars and cigarettes, manufactured in any tobacco factory, on being entered for home consumption..... lb.	0	0	6

## IV.—EXEMPTIONS.

Agricultural implements known as reapers and binders.

All carriages or other vehicles used in the conveyance of passengers or goods across the frontier which have been registered with the officers of customs nearest the place where such carriage or vehicle may ply or pass, and in such a manner as the commissioner may by any order from time to time approve.

All minor articles of mixed or undescribed materials used in the manufacture of any dutiable article ; provided that such minor articles are enumerated in any order of the commissioner, and published in the *Government Gazette*.

All packages second-hand in which ships' stores have been imported.

All packages in which goods are ordinarily imported not otherwise enumerated.

Animals, live, being horned cattle not exceeding ten in number and horses not exceeding ten in number which for the previous six months have formed portion of the *bona fide* working stock of any person coming across the border into Victoria to settle on the lands of this colony.

Apparel, being diving dresses, including the boots, gloves, and helmets for such dresses.

Appliances or instruments, surgical ; provided that such surgical instruments or appliances are enumerated in any order of the commissioner, and published in the *Government Gazette*.

Art, works of.

Asphyxiators for rabbit killing.

Baggage, passengers', being cabin furniture and personal luggage.

Bags and sacks, being gunnies and sugar mats.

Billiard balls, being in the rough.

Boots and shoes, being children's Nos 0-3, and slippers of straw only.

Bottles of all kinds containing one fluid dram or less of liquid or other substance.

Bottles, syphon, for aerated waters.

Boxes, cardboard, containing non-dutiable goods ordinarily imported therein.

Brushware, being artists' brushes.

Carpeting and druggeting, being printed felt.

Charcoal, animal (ground).

Chinaware and porcelain, being photographic, scientific, and telegraphic materials.

Cocoa, raw.

Coffee, raw.

Colours, artists'.

Cordage, being unserviceable when cut into lengths of not over 3 feet, metal cordage, coir yarn.

Cutlery of iron and steel, being tools of trade, and axes.

Earthenware, being photographic, scientific, and telegraphic materials.

Explosives, being fine meal powder, not sporting, in bulk and in packages of not less than 25 lbs. each.

Fancy goods, being artificial flowers.

Fruits, green, being bananas, guavas, mangoes, olives, pineapples.

Fur, being hatters' mungo.

Furniture, being second-hand, accompanying any passenger, which has been in such passenger's own use, up to fifty pounds in value, and which is not imported for sale.

Glassware, being locket, brooch, watch-glasses, and optical, surgical, scientific instruments, and photographic materials, and syphon bottles for aerated waters.

Globes, school, mounted.

Gloves, being other than kid or leather.

Goods, wares, and merchandise imported for the supply of Her Majesty's land or sea forces, or for the use of Her Majesty's Government.

Handkerchiefs, being of cotton or linen only.

Hosiery, being of cotton, linen, and elastic silk stockings for surgical purposes.

Jewellery, being cameos and precious stones, unset.

Jute piece goods.

(\*) Such duties on spirits respectively shall be paid on the gallon standard measure of spirits of the strength of proof by Sykes's hydrometer, and so on in proportion for any greater or less strength than proof.



## Trade and Commerce.

### IV.—EXEMPTIONS—Continued.

- Leather, being crust or rough tanned calf, goat, hog-skin, sheep, or kangaroo, when not exceeding seven pounds each skin ; and English bend, sometimes called butt.
- Kid, calf kid, mock kid, and patent calf.
- Matting, except coir and jute.
- Marble and stone, wrought, being lithographic stones and stones for milling and grinding purposes.
- Matches, wood safety.
- Metalware, plated and mixed, being door handles, locks, shaft tips, stump and finger joints, and slot irons used in carriage building, harness mountings and hames.
- Metals, manufactures of ; Machines and machinery, viz. :
- |   |  |
|---|--|
| Anchors.  | Kettles (cast-iron).   |
| Anvils.   | Kitcheners, tea (cast-iron).   |
| Balances, spring, to weigh up to 3 cwt.   | Knives, chaff-cutter.  |
| Bands, curtain.   | Knives, reaping machine.   |
| Bar, not machined and in the rough.   | Latches (except cast).   |
| Bell fittings.  | Locks.   |
| Bells, 6 inches and under.  | Lightning conductors.  |
| Bits (for harness).   | Machinery for carding, spinning, weaving, and finishing the manufacture of fibrous material, and cards for such machinery. |
| Blocks and types, printers'.  | Machinery for telegraphic purposes.  |
| Blowers for ventilating mines.  | Machinery used in the manufacture of paper and for felting, including wire-cloth and felts.                                |
| Boilers, oval (cast-iron).  | Machines, viz., Button-making, eyelet, knitting, sheep-shearing, stitching, dairy refrigerators and separators.            |
| Brass foundry used in the manufacture of furniture.   | Machines, printing and presses.  |
| Bushes, patent roller, for blockmaking.   | Machines, sewing.  |
| Buttons.  | Machines known as centrifugal cream separators.  |
| Caps, percussion.   | <b>Note.</b> —Exemption of machines does not apply to the motive-power thereof (if any).                                   |
| Cast iron, being oval boilers, camp ovens digesters, kettles ; brazing, fry, maslin, preserving, sauce, or stew pans ; Danish, French, glue, oval, plumbers', stock and three-legged ports ; tea kitcheners or fountains. | Meters, gas, internal fittings of, when imported in parts not put together.  |
| Chaff-cutter knives.  | Mortars and pestles.   |
| Chains.   | Netting wire, galvanized, machine made.  |
| Chains, curtain.  | Ovens, camp (cast-iron).   |
| Cloth, wire, over 36 mesh.  | Pans (cast-iron), viz., Brazing, fry, maslin, preserving, sauce, stew.   |
| Concentrators for mining purposes.  | Pestles and mortars.   |
| Conductors, lightning.  | Pig.   |
| Copper and copperware, being prepared plates for engravers and lithographers, silver-plated sheet, perforated sheet, rivets, washers.   | Pins, gimp.  |
| Cornices in piece.  | Pipes and tubes, viz., Brass-cased, brazed, solid-drawn, welded and fittings, iron, screwed for wrought-iron pipes.        |
| Crucibles.  | Plate, not machined and in the rough.  |
| Detonators.   | Plates, circular, for the manufacture of saws.   |
| Digesters (cast-iron).  | Plates, prepared for engravers and lithographers.  |
| Door-fittings (except handles and plates and latches : cast).   | Plates, decorated tin, for manufacturing tin-ware.   |
| Engines, traction.  | Pots (cast-iron), viz., Danish, French, glue, oval, plumbers', stock, three-legged.  |
| Firearms.   | Presses, printing.   |
| Fittings. (See bell, door, meters, pipes, tubes, window.)   | Primers.   |
| Fittings, electric, viz., arc lamp without globes, carbons, incandescent lamps, automatical resistors, transmitters, or transformers, and storage batteries.  | Pulleys, under 4 inches.   |
| Fountains, tea (cast-iron).   | Rails, tram and railway.   |
| Furniture, brass foundry, used in the manufacture of.   | Reaping machine knives.  |
| Hames.  | Rings, curtain.  |
| Handles, trunk.   | Rivets (copper).   |
| Hinges, except hook-and-eye, strap and T.   | Rod, not machined and in the rough.  |
| Hooks (brass).  | Saws of all kinds, but not the machinery connected therewith (if any).   |
| Hooks, cornice.   | Scales, to weigh up to 3 cwt.  |
| Hooks, curtain.   | Scrap.   |
| Hoop, not machined and in the rough.  | Screws, cork, galvanized, hand, table, wood.   |
| Instruments, optical, scientific.   | Sheet, not machined and in the rough.  |
| Iron, angle and T.  | Sheet (copper), silver plated.   |
| Iron, sheet, corrugated.  | Sheet (copper), perforated.  |
| Irons, box and sad.   |  |
| Irons, stirrup.   |  |

IV.—EXEMPTIONS—*Continued.*

Metals, manufactures of ; Machines and machinery, viz. :

<p>Sheet, viz., copper, brass, zinc, Muntz and other mixed metals in circles not less than 24 inches in diameter.</p> <p>Slides, cornice.</p> <p>Spoke, not machined and in the rough.</p> <p>Spoons, iron or steel.</p> <p>Springs, buffer.</p> <p>Steelyards, to weigh up to 3 cwt.</p> <p>Tacks, 1 inch and under.</p> <p>Tires of steel, in the rough.</p>	<p>Tools of trade, not being machinery (except napping, spalling, and quartz hammers, picks, mattocks, gas and blacksmiths' tongs, mauls, wedges, crowbars, soldering irons).</p> <p>Traps, vermin.</p> <p>Tubes and pipes, viz., brass-cased, brazed, solid-drawn, welded and fittings, iron, screwed for wrought-iron pipes.</p> <p>Types, printers' and brass.</p> <p>Washers (copper).</p> <p>Window fittings (except shutters, blinds, poles and cornices).</p> <p>Wire, not machined and in the rough.</p>
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Molasses. See "Sugar."

Musical instruments, being action work in separate pieces, including rails and keys.

Nails, being nails for trunks and grindery.

Nuts, being candle-nuts and cocoanuts.

Oil in bulk, being cocoanut, fish of all sorts, mineral refined of which the point of ignition is below 80° Fahr.; kerosene, palm, lubricating of which the chief component part is mineral; and resin.

Oilmen's stores, being essential oils and essences not containing alcohol and isinglass uncut.

Paper, being printing and writing, in original wrappers and uncut edges, as it leaves the mill; paper-hangings and millboard.

Rice, imported into any bonded warehouse and manufactured into starch therein.

Salt, being rock salt.

Silks being hatters' silk plush, umbrella silk, silk for flour dressing, silk fags, oil silk, fringes, tassels, and gimp for furniture, reps, damasks, and other material for covering furniture.

Slippers, of straw only.

Ships' fittings.

Sugar, molasses, being unrefined.

Timber and building material, viz. :

Ash, Australian and New Zealand pine, blackwood, cedar, hickory, oak, posts and rails, staves, sycamore, walnut, whitewood, willow, undressed.

Hardwood (undressed log, of the size of 9 inches square or larger).

California redwood, sugar pine, American white pine (undressed, 1 inch and over in thickness).

Spokes and felloes of hickory in the rough.

Spars in the rough.

Timber known as Oregon, undressed logs of any size.

Tobacco, being sheepwash, including tobacco soaked on the landing thereof from the importing ship, or on delivery from the warehouse, in turpentine, oil, or other fluid, in the presence of some officer of customs, so as to render it unfit and useless for human consumption.

Twine, being sewing or searjng, of hemp, cotton or flax.

Types, brass.

Woodenware, viz., turnery being billiard balls in the rough, engravers' boxwood, shafts and poles in the rough, and ash oars.

Woollen manufactures, being printers' blankets and collar checks.

Works of art.

# Trade and Commerce.

## NEW SOUTH WALES.

(As published January, 1893.)

No. XVI.—An Act for the establishment of a new tariff of Customs duties, and for purposes connected with, consequent upon, and incidental to the purpose aforesaid. (Assented to 2nd March, 1892.)

Be it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows :

1. This Act may be cited as the "Customs Duties Act of 1891," and shall be taken to have come into operation on the second day of December, one thousand eight hundred and ninety-one.

2. I. The import duties mentioned in Schedule A shall be levied and collected upon the importation of all goods in the said schedule mentioned, and upon all such goods in bond : Provided that all duties levied and collected upon the importation of any goods mentioned in the said Schedule A or in Schedule B hereto between the said second day of December, one thousand eight hundred and ninety-one, and the date of the passing of this Act shall be deemed to have been levied and collected under the authority of this Act, and that no action or suit shall lie or be instituted against the collector of customs or any other person for or in respect of any act, matter, or thing done or omitted or refused to be done by such collector or person where he might after the passing of this Act lawfully do, omit, or refuse to do the same act, matter, or thing.

II. The duty chargeable before the passing of this Act on tea shall continue to be levied and paid on and after the passing of this Act up to and inclusive of the twenty-ninth day of February, in the year one thousand eight hundred and ninety-two ; and from the first day of March in the said year such duty shall cease to be levied. And the duty on pig iron shall be levied and paid at the rate, and from the time, mentioned in Schedule A.

3. There shall be charged on the importation of all goods, described generally in Schedule B, and not being goods exempt from duty under either of the Schedule A or C, the duties mentioned in the said Schedule B.

4. The goods specified in Schedule C shall be exempt from duty.

5. All goods imported for the supply of Her Majesty's service shall be exempt from all duties and imposts of every description whatsoever ; and nothing in this Act contained shall be deemed to alter or repeal the provisions of the "Customs Regulation Act, 1879."

6. All contracts or agreements made on or before the second day of December, in the year one thousand eight hundred and ninety-one, for the sale or delivery of any goods otherwise than in bond, the duty on which is increased or decreased by this Act, shall be subject to an increase or decrease (as the case may be) in the contract price of such goods, corresponding in rate and amount with the amount of such increase or decrease of duty as aforesaid actually paid.

7. In all cases in which goods shall, after the passing of this Act, be chargeable according to the value of such goods, such value shall be verified at the time of entry by the production of the genuine invoice and by the declaration, in the form hereinafter prescribed, of the importer of such goods or of his authorized agent :

Port of

I, A. B., do hereby declare that the invoice now produced is the genuine and only invoice of the goods mentioned in the entry and contained in the packages marked, numbered and described above, and that the value of such goods mentioned in the said invoice, and therein stated as [*here state value*], was to the best of my belief, the fair market value of such goods at the time of shipment at the place whence the same were exported.

Witness my hand, this \_\_\_\_\_ day of \_\_\_\_\_ one thousand  
eight hundred and \_\_\_\_\_

A. B.

Declared before me, the \_\_\_\_\_ day of \_\_\_\_\_  
(Signed) \_\_\_\_\_ E. D.,  
Collector (or other proper officer)

And such declaration shall be made by the importer or his authorized agent as aforesaid in the presence of the collector of customs or other proper officer, and the invoice value so declared, shall with the addition of ten pounds per centum thereon be deemed to be the value of the goods upon which duty shall be paid.

8. Any declaration authorized or required by this Act made by any shipping clerk or known employee of any importer or owner of goods liable to duty under this Act shall be held to have been made with the knowledge and consent of such importer or owner of goods, unless the contrary be proved, and in any indictment for a false declaration under the two hundred and ninety-eighth section of the "Criminal Law Amendment Act" the importer, owner of goods, or person in whose behalf any declaration may have been made shall be liable to the punishment imposed by the said section for a false declaration as fully and effectually as if such declaration had been made by himself.

9. If the importer or his authorized agent cannot make the declaration in the last preceding section set forth, or if upon view and examination of such goods or otherwise it shall appear to the collector of customs or other proper officer that such declaration is inaccurate, such collector of customs or other proper officer may detain the said goods, and shall subject to the approval of the

colonial treasurer assess the value thereof as hereinbefore mentioned, and if the importer or his agent shall object to pay duty according to the value of such goods so assessed by such collector of customs or other officer, or if the value of such goods is unknown or uncertain, then the value of such goods shall be ascertained according to such rules and regulations as the Governor, with the advice of the Executive Council, may from time to time make in that behalf, and the duty shall be paid according to the value so ascertained: Provided that such regulations shall be laid before both Houses of Parliament within one month after their promulgation if Parliament shall be then in session, and if Parliament shall not be then in session within one month after the commencement of the next ensuing session.

10. In cases where it is alleged that the genuine invoice cannot be produced, the collector of customs, when he shall think fit, may examine any importer or his agent, or both of them, upon oath as to the value of any goods liable to duty *ad valorem*, and may if he think fit after such examination dispense with the production of the genuine invoice aforesaid, and in case such importer or agent shall, upon being summoned, neglect or refuse to attend for examination, or shall refuse to be sworn, or to answer such questions as shall be put to him by the said collector, then and in every such case the value of such goods shall be assessed by the collector of customs or other proper officer, and such assessed value shall be deemed to be the true and real value thereof; and such importer or agent, or both of them, so neglecting or refusing as aforesaid, shall also be liable to pay a penalty not exceeding twenty pounds.

11. If the importer of such goods or his agent shall neglect or refuse to pay the duties imposed thereon, after such examination and assessment as aforesaid, and also the costs of such examination and assessment in the event of the valuation being greater than declared on the bill of entry, the collector of customs or proper officer shall, subject to the approval of the colonial treasurer, take and secure such goods, with the packages thereof, and cause the same to be sold by public auction within the space of twenty days at furthest after such examination, and at such time and place as such collector or other officer shall, by notice published in the *Government Gazette* and some local daily newspaper at least four days from the day of sale appointed for that purpose, and the proceeds of such sale shall be applied in the first place in payment of the duties due upon such goods together with the costs and charges incurred by such examination and sale, and in the second place towards payment to the importer or his agent of the declared value of the said goods as entered, together with any freight and charges paid thereon by such importer or his agent, not exceeding ordinary or current rates, and the balance (if any) shall be paid one moiety to the officer who shall have detained and secured the goods and the other moiety to the account of the Consolidated Revenue Fund.

12. If upon examination it shall appear to the collector that the value of the goods mentioned in any declaration made under the seventh section of this Act has been incorrectly stated in such declaration, it shall be lawful for the said collector, in lieu of any other proceeding authorized by this Act but subject to the approval of the colonial treasurer to cause such goods to be detained and secured, and (within five days from the landing thereof) to take such goods for the use of the Crown, and the said collector shall thereupon in such case cause the amount of the invoice value stated in such declaration, together with an addition of ten pounds per centum thereon, and also the duties (if any) paid upon such entry to be paid to the importer or owner of such goods in full satisfaction for the same, and shall dispose of such goods for the benefit of the Crown, and the proceeds of such sale shall be paid into the Consolidated Revenue Fund: Provided, however, that the said collector, if he shall see fit, may permit such importer or owner on his application for that purpose to amend such entry at such value and on such terms as he, the said collector, may direct.

13. If in any invoice or entry any goods entered for *ad valorem* duty have been fraudulently misdescribed or if from any such invoice or entry purporting to describe the contents of any package, any goods shall be found to have been fraudulently omitted with intent to avoid the payment of the duty or any part of the duty on such goods, or if the declaration made with regard to any such invoice or entry is wilfully false in any particular, the goods so misdescribed, or in respect of which such declaration is wilfully false as aforesaid, shall be forfeited.

14. In order to assist the customs officers in ascertaining the value of goods subject to *ad valorem* duty, the collector of customs may obtain the assistance of one or more persons well acquainted in the opinion of the collector as aforesaid with the character and value of such goods to act as experts at any port or place, and who, when required by the said collector or other proper officer, shall assist in assessing the true value of such goods after the entry thereof, and such valuator or valutors shall be paid for their services as the colonial treasurer may direct.

15. All fines, forfeitures, penalties, and charges recoverable under this Act, excepting the proceeds of sale of goods under section eleven, may be recovered and applied in the manner directed by the Customs Regulation Act in force for the time being.

16. The term "proper officer" in this Act means any sub-collector or other principal officer of customs at any port or place, or any officer having authority from the Governor in Council, or from the collector of customs for the particular duty or purpose in connection with which such term is used.

17. All powers and authorities conferred by the Customs Regulation Act in force for the time being upon the collector, or any other officer of customs, may be exercised and enforced by such officers in the administration of this Act.

18. The "Customs Duties Act of 1887" shall be repealed from and after the second day of December, in the year one thousand eight hundred and ninety-one. But the repeal hereby enacted shall not affect the past operation of the said Act, or anything lawfully done or commenced thereunder.

# Trade and Commerce.

## SCHEDULE A.

		£.	s.	d.
Arrowroot, baking powder, yeast custard and egg powders, self-raising flour, barley—prepared or patent—patent groats, corn-flour, maizena, and farinaceous foods prepared—not being wheaten flour or oatmeal, or otherwise exempted . . . . .	lb.	0	0	1
Milk—condensed or preserved . . . . .	do	0	0	1
Butter and lard . . . . .	do	0	0	2
Butterine and oleomargarine . . . . .	do	0	0	6
Fish—dried, preserved, or salted, and fish paste, meats—poultry, soups, and game, potted paste, dried or preserved, and not otherwise charged . . . . .	do	0	0	1
Gelatine, glue, and size . . . . .	do	0	0	1
Honey . . . . .	do	0	0	1
Starch and starch powder, rice flour and ground rice, semolina . . . . .	do	0	0	1
Vegetables—preserved (not otherwise charged), salted in brine or salt water, mushrooms and tomatoes preserved . . . . .	do	0	0	1
Wax and stearine . . . . .	do	0	0	1
Jams and jellies per lb., or reputed package of that weight, and so in proportion for any such reputed weight . . . . .	do	0	0	2
Preserved and canned fruits . . . . .	do	0	0	2
Candles—per lb., or reputed package of that weight, and so in proportion for any such reputed weight, and night lights . . . . .	do	0	0	1½
Biscuits, bacon—and bacon partially cured or green—cheese, hams—ham and ham potted, and meat extract . . . . .	do	0	0	2
Confectionery, cakes, comfits, liquorice, liquorice paste, lozenges of all kinds, cocoanut in sugar, sugar-candy, succades, and sweetmeats . . . . .	do	0	0	2
Chicory, dandelion, and taraxacum :				
Raw or kiln-dried . . . . .	do	0	0	3
Roasted, ground, or mixed with any other article . . . . .	do	0	0	6
Coffee : roasted, ground, or mixed with any other article . . . . .	do	0	0	6
Cocoa : prepared paste or mixed with any other article . . . . .	do	0	0	4
Chocolate : plain or mixed with any other article, and chocolate creams . . . . .	do	0	0	4
Tea (until March 1st, 1892) . . . . .	do	0	0	3
On and from that date . . . . .				free.
Tobacco : delivered from ship's side or from a customs bond for home consumption : manufactured, unmanufactured, and snuff . . . . .	lb.	0	3	0
Tobacco : unmanufactured, entered to be manufactured in the colony. At the time of removal from a customs bond or from an importing ship to any licensed manufactory for manufacturing purposes only into tobacco, cigars, and cigarettes . . . . .	do	0	1	0
Tobacco : sheepwash . . . . .	do	0	0	3
Cigars . . . . .	do	0	6	0
Cigarettes (including wrappers) . . . . .	do	0	6	0
Timber :				
Dressed . . . . .	100 ft. sup.	0	3	0
Rough any undressed (with the exception of ash, hickory and oak) . . . . .	do	0	1	6
Palings . . . . .	100	0	1	0
Laths . . . . .	1000	0	0	9
Shingles . . . . .	do	0	1	0
Pickets, dressed . . . . .	100 ft. sup.	0	3	0
Doors, sashes, and shutters . . . . .	each	0	2	0
Sugar :				
Refined . . . . .	cwt.	0	6	8
Raw . . . . .	do	0	5	0
Molasses and treacle . . . . .	do	0	3	4
Glucose :				
Liquid and syrup . . . . .	do	0	3	4
Solid . . . . .	do	0	5	0
Spirits :				
On all kinds of spirits and spirituous compounds imported and not otherwise enumerated . . . . .	proof gall.	0	14	0
No allowance beyond 16.5 shall be made for the under proof of any spirit of a less strength than 16.5 under proof.				
Case spirits—contents of two, three, four, or five gallons shall be charged : Two gallons and under as two gallons. Over two gallons and not exceeding three as three gallons. Over three gallon - and not exceeding four as four gallons. Over four gallons and not exceeding five as five gallons.				
Methylated spirit . . . . .	gallon.	0	1	0
Perfumed spirits, perfumed waters, Florida water, and bay rum . . . . .	do	0	20	0
Bitters, essences, fluid extracts, sarsaparilla tinctures, medicines, infusions, and toilet preparations, containing :				
Not more than 25 per cent of proof spirits . . . . .	do	0	3	6
do 50 do . . . . .	do	0	7	0
do 75 do . . . . .	do	0	10	6
If containing more than 75 per cent of proof spirit . . . . .	do	0	14	0
If containing spirit over-proof to be charged as spirituous compounds . . . . .	proof gall.	0	14	0

## SCHEDULE A—Continued.

		£	s.	d.
<b>Wines :</b>				
Sparkling—for six reputed quarts or twelve reputed pints		0	10	0
Other kinds—for six reputed quarts or twelve reputed pints		0	5	0
Other kinds	gallon.	0	5	0
<b>Beer, ale, porter, spruce, or other beer, cider, and perry :</b>				
In wood or jar	do	0	0	6
In bottle	do	0	0	9
For six reputed quarts or twelve reputed pints	do	0	0	9
<b>Cordials and wines not containing spirit, balm syrups, fruit essences not spirituous, lime fruit and limejuice cordials, citronade, raspberry vinegar, aromatic vinegar, raspberry, strawberry, and other fruit acids :</b>				
Reputed quarts	dozen.	0	1	6
Pints and smaller quantities	do	0	0	9
<b>Oils, except linseed oil raw or boiled, sperm, and black whale, palm, and cocoanut.</b>				
Oils, in bottle, except essential oils :		0	0	6
Reputed quarts	dozen.	0	1	6
Reputed pints	do	0	0	9
Reputed half-pints and smaller sizes	do	0	0	6
Grease : axle and lubricating	ton.	0	60	0
Paints and colours ground in oil	do	0	60	0
Dry colours	do	0	30	0
Putty	do	0	20	0
Varnishes containing spirit	gallon.	0	2	0
All other varnishes	do	0	1	0
Naphtha and gasoline	do	0	0	6
Cement, plaster, and hydraulic lime	barrel.	0	2	0
Vinegar, other, than aromatic or raspberry	gallon.	0	0	6
Acetic acid	do	0	2	6
Sulphuric acid	cwt.	0	2	6
Aerated and mineral waters : pints and smaller quantities	dozen.	0	0	6
<b>Oilmen's stores :</b>				
Sauces and pickles : quarts	do	0	1	0
Sauces and pickles : pints and smaller quantities	do	0	0	6
Salt	ton.	0	20	0
Soda crystals	do	0	40	0
Oatmeal	do	0	40	0
<b>Fruits :</b>				
Dried, candied, and prunes	lb.	0	0	2
Boiled or in pulp, peel drained or dry, and almonds	do	0	0	1
<b>Fruits, bottled (not containing spirit):</b>				
Reputed quarts	dozen.	0	2	0
Reputed pints and smaller quantities	do	0	1	0
Rice	ton.	0	60	0
Rope, cordage—gross	do	0	60	0
Twine and lines (excepting for reapers and binders)	do	0	60	0
Paper—brown and wrapping	cwt.	0	3	0
Paper bags (printed)	do	0	15	0
Paper bags (plain)	do	0	7	6
Advertising matter—circulars, labels, bill-heads, posters, and notices printed, enamelled or otherwise on any material, or lithographed	do	0	15	0
Playing cards	dozen packs.	0	3	0
Opium and any preparation thereof—not otherwise charged	lb.	0	20	0
<b>Powder and shot :</b>				
Sporting	do	0	0	3
Blasting	do	0	0	1
Dynamite and lithofracteur	do	0	0	1
Shot	cwt.	0	5	0
<b>Soap :</b>				
Fancy	lb.	0	0	2
Other than fancy	cwt.	0	3	0
Zinc—perforated or manufactured	do	0	3	0
Whiting and chalk	ton.	0	10	0
Green fruit, except bananas and pine-apples	bushel.	0	1	0
Vegetables—fresh	cwt.	0	0	6
<b>Grain and pulse of every kind not otherwise enumerated :</b>				
Barley, beans, maize, oats, pease (dried and split), and wheat	100 lb.	0	0	10
Flour, bran, pollard, and sharps	do	0	1	0
Hay, chaff, and straw	ton.	0	10	0
Potatoes	do	0	10	0
Onions	do	0	20	0
<b>Iron :</b>				
Galvanized, in bars, bundles, sheets, or corrugated	do	0	40	0
Bolts, spikes, nuts, rivets, screws, bolt-rings, and washers (plain or galvanized metal)	do	0	40	0
Wire netting, galvanized	do	0	30	0

# Trade and Commerce.

## SCHEDULE A—Continued.

		£	s.	d.
Iron :				
Galvanized manufactures not being parts of machines or machinery otherwise charged or exempted.....	ton.	0	60	0
Pig iron, from the first day of January, one thousand eight hundred and ninety-three.....	do		10	0
Lead :				
Sheet and roll.....	do	0	40	0
Pipe.....	do	0	60	0

Billiard tables and billiard-table materials, carpets, silks, satins, lace, furs, kid gloves, velvets, rugs, gold and silver plate and plated ware; carriages (whole or in parts), including buggies, barouches, chaises, dogcarts, gigs and tilburies; china and porcelainware, jewellery and precious stones, musical instruments and parts thereof, watches and clocks and parts thereof, pictures, paintings, and statuary, portmanteaus, travelling bags and dressing cases (with or without fittings): {  
For every £100 on the value thereof the sum of fifteen pounds.

## SCHEDULE B.

All goods imported into New South Wales and not enumerated in Schedule A or C:  
For every £100 on the value thereof the sum of ten pounds.

## SCHEDULE C.

### FREE LIST.

Alum.	Cobalt ore.
Anchors.	Cocoonuts.
Animals, live.	Coin.
Antifriction metal.	Copperas.
Antimony ore.	Copper ore and regulus.
Asbestos packing.	Copper ingots.
Bags, gunny and ore.	Copra.
Bags, sacks, and woolpacks—except fancy, travelling, and bags otherwise charged.	Cordage, rope and sails, old and condemned.
Ballast, not otherwise charged.	Cork.
Bananas (fresh).	Cotton, raw.
Bark, not being for medicinal purposes.	Cotton in piece :
Beads.	White calico.
Beche-de-mer.	do long cloth.
Bismuth ore.	do shirting.
Blowers.	do sheeting.
Blue.	do India twills.
Bluestone (not building).	do twill calico.
Bombay duck and pipe.	do butter cloth.
Bone dust.	do cheese cloth.
Bones.	do hatters' calico.
Boot—elastic.	do do twill.
Brewers' isinglass.	do do mulls, etc.
Brimstone.	Muslins, plain and printed.
Bristles.	Swansdown calico.
Building stone (unwrought).	Window Hollands, plain and printed.
Cables, chain (iron) stud link.	Lancaster and Oriental blinds.
Candle nuts.	Gray calico.
Card mounts.	do sheeting.
Caustic soda.	do twill.
Caustic potash.	Pillow cotton.
Charcoal.	Tent cloth.
Chrome ore and metal.	Cotton duck.
Clays and earths, not otherwise charged.	Cotton drill.
	do canvas.

## FREE LIST—Continued.

- Cotton in piece :  
   Dinity.  
   Piqué.  
   Quilting.  
   Curtains and blind net.  
   Mosquito net.  
   Cotton handkerchiefs.  
     do damask.  
   Drilling.  
   Denim.  
   Dungaree.  
   Jean.  
   Apron check.  
   Duster do  
   Moleskin, plain and printed.  
   Cottonade.  
   Cotton tweed.  
     do cord.  
   Gambroon.  
   Cotton velvet.  
     do velveteen.  
   Canton mole.  
   Turkey twills.  
   Shirtings.  
   Scotch twill.  
   Harvard, Oxford, and fancy shirtings.  
   Flannelettes.  
   Tennis cloth.  
   Cotton, wincey.  
     do dress stuffs.  
     do Italian cloths.  
   Prints.  
   Satteens.  
   Pongees.  
   Drilletes.  
   Satinettes.  
   Gingham.  
   Zephyr.  
   Cotton ticks.  
   Cotton huckabacks.  
   Rolled linings.  
   Universal linings.  
   Fancy linings.  
   Plain cambric.  
   Chintz cambric.  
   Cretonne.  
 Duck :  
   Cotton.  
   Linen.  
 Forfars :  
   Osnaburg.  
   Dowlas.  
   Flaxens.  
 Calico :  
   Gray, plain.  
     do twilled.  
 Hessians :  
   Papering canvas.  
   Scrym.  
   Hessian.  
 Holland :  
   Brown.  
   Rough.  
   Dressed.  
   Cream.  
   Slate black.  
 Jute goods :  
   Dandy canvas.  
   French canvas.  
   Jute goods :  
     Padding canvas.  
     Cheese cloth.  
     Scrym.  
     Horse covers.  
     Bagging.  
     Carpet.  
   Lougcloth :  
     Plain.  
     Twilled.  
   Prints :  
     Printed cotton.  
     Cambrics.  
     Sateens.  
     Drilletes.  
     Muslins.  
     Pongees.  
     Cotton laine.  
     Cotton hdfs.  
     Turkey, plain.  
     Turkey, twill.  
   Repp :  
     Cotton.  
     Union.  
     Wool (upholsterers').  
   Sewing cottons :  
     Reels.  
     Mending.  
     Crochet.  
     Knitting.  
     Embroidery.  
     Threads.  
   Sewing silks :  
     Skeins and reels.  
     Arrascine.  
     Filloselle.  
     Twists.  
     Purse twists.  
     Tailors' sewings.  
   Sheeting :  
     Cotton, plain and twilled.  
     Union do  
     Linen do  
     Waterproof.  
     Macintosh.  
   Shirtings :  
     White cotton.  
     Gray cotton.  
     Crimean.  
     Flannelette.  
     Oxford and Cambridge.  
     Harvard.  
     Scot. twill.  
     Union.  
     Printed cotton.  
     Crêpe.  
     Ceylon.  
   Silesia :  
     Plain.  
     Printed.  
     Dyed.  
   Ticks :  
     Cotton.  
     Union.  
     Linen.  
     Fancy.  
     Blind.  
   Towelling :  
     Crash.



# Trade and Commerce.

## FREE LIST—Continued.

- Towelling :  
Huckaback.  
Diaper.  
Turkish.  
Dice.  
Flax.  
Twills :  
Turkey.  
Scotch.  
India.  
Union :  
White.  
Slate.  
Black.  
Brown.  
Wadding :  
Black, white.  
Grays.  
Bleached.  
Needles :  
Sewing.  
Machine.  
Knitting.  
Packing.  
Crochet.  
Pins :  
Hair.  
Safety.  
Stuck.  
Ounce.  
Bonnet.  
Box.  
Book.  
Beads—beads.  
Beadware—canvas work.  
Canvas :  
Navy.  
Sampler.  
Tailors'.  
French.  
Dandy.  
Druggetting .  
Plain and printed.  
Woven and felted.  
Squares.  
Felt :  
Paper, plain and printed.  
Union, plain.  
Union, printed.  
Whalebone :  
Dressmakers'.  
Stay and corset makers'.  
Imitation.  
Cotton waste.  
Cotton-wool.  
Dates.  
Dyeware and dyes.  
Engine packing.  
Felt (tarred).  
Fibre, cocoanut and coir.  
Fish, fresh.  
Flax.  
Flock.  
Fungus.  
Ginger (not otherwise charged).  
Gold bars.  
do dust.  
do quartz.  
Hair.
- Hemp.  
Hides and glue pieces.  
Hoofs and bones.  
Hops.  
Horns.  
Iron and steel—bar, rod, plate, sheet, T, angle,  
and hoop (not galvanized).  
Iron scrap.  
Isinglass.  
Ivory nuts.  
Kapok.  
Kauri gum.  
Lead ore.  
Lead pig.  
Lime juice and lemon juice not bottled.  
Limestone.  
Linseed meal.  
Liquid driers.  
Malt.  
Manures :  
Guano.  
Bone dust.  
Marble and slate slabs.  
Matches.  
Meat, fresh and frozen.  
Milk, fresh.  
Millstones.  
Minerals not otherwise charged.  
Mineral pitch.  
Mops.  
Mustard.  
Nickel (unmanufactured) and ore.  
Nuts (edible) not otherwise charged.  
Oakum.  
Oars.  
Oil cake.  
Oils :  
Cocoa-nut.  
Palm.  
Black whale.  
Sperm whale, not in bottles.  
Linseed oil, raw or boiled.  
Ores.  
Oysters, fresh.  
Packages, outer, in which goods are usually im-  
ported, except iron tanks.  
Packages, empty—used and returned.  
Passengers' baggage, being ordinary cabin furni-  
ture, second-hand used furniture and effects  
accompanying any passenger, and which have  
been used by such passenger, and are not im-  
ported for sale. Free, if not exceeding fifty  
pounds value.  
Pearl shell.  
Pencils, wood.  
Pepper.  
Phormium tenax.  
Pine-apples (fresh)  
Pitch.  
Plants, shrubs, and trees.  
Precious stones, unset.  
Printed books, being literary compositions and  
periodicals.  
Printed music.  
Printers' and writing paper.  
Pulu.  
Quartz.  
Quicksilver.  
Rags.

## FREE LIST—Continued.

Rattans, canes, and willows.  
 Resin.  
 Saddle-trees.  
 Sandalwood, not dressed.  
 School and book slates.  
 Seeds, garden, clover, grass, and linseed.  
 Shark fins.  
 Shoe pegs.  
 Silicate.  
 Silver ore, bullion, and amalgam.  
 Skins, not dressed.  
 Soda ash.  
 Specimens of natural history.  
 Spelter.  
 Spices.  
 Sulphur.  
 Tallow.  
 Tar.  
 Terebene.  
 Tinfoil.  
 Tin ingots.  
 Tin plates.  
 Tools, viz. :  
 Adzes.  
 Anvils.  
 Augers.  
 Axes and handles.  
 Bellows, blacksmiths'.  
 Bits, brace.  
 Braces.  
 Brushes, painters'.  
 Chisels.  
 Chests of tools.  
 Choppers, butchers'.  
 Cleavers do  
 Clippers, horse.  
 do hairdressers'.  
 Clamps, boatbuilders'.  
 do carpenters'.  
 Cramps.  
 Compasses.  
 Cutters, pipe.  
 Diamonds, glaziers'.  
 Drills, breast.  
 Eyelets.  
 Fids, sailmakers'.  
 Files.  
 Forks—hay, garden, and stable.  
 Froes.  
 Gimlets.  
 Grindstones.  
 Grindstone fittings.  
 Hammers.  
 Hatchets.  
 Hoes.  
 Hones and oil stones.  
 Hooks, reap.  
 do bagging.  
 do fern.  
 do brush.  
 do furze.  
 do wool.  
 Irons, caulking.  
 do plane.  
 do soldering.  
 do tailors' geese.  
 do tue.  
 Jacks.  
 Knives, cane.

Tools, viz. :  
 Knives, chaff.  
 do butchers'.  
 do drawing.  
 do farriers'.  
 do hay.  
 do shoe.  
 Ladles, lead.  
 do pitch.  
 Levels, carpenters'.  
 Marline spikes.  
 Mattocks.  
 Mallets, carpenters', masons', etc.  
 do tinsmiths'.  
 Needles, saddlers'.  
 do packing and sail.  
 Needles, upholsterers'.  
 Nippers, cutting.  
 Oilers, carpenters'.  
 do engineers'.  
 Planes.  
 Palms, sailmakers'.  
 do saddlers'.  
 Picks and handles.  
 Pincers, carpenters'.  
 do farriers'.  
 Plumbs and levels.  
 Plyers.  
 Pullers, nail.  
 Punches.  
 Rakes, hay and garden.  
 Rasps.  
 Rules.  
 Saws, other than circular, frame, and band saws.  
 Saw clamps.  
 Saw sets.  
 Scissors.  
 Scrapers.  
 do ships'.  
 do plumbers'.  
 Screws, bench.  
 Scythe snaths.  
 do stones.  
 do blades.  
 Sets, rivet.  
 Shaves, coopers'.  
 Spades and shovels.  
 Spokeshaves.  
 Shears, garden.  
 do sheep.  
 do pruning.  
 Sickles.  
 Sieves.  
 Slashers.  
 Snips, tinmen's.  
 Spanners.  
 Squares, harness.  
 do carpenters'.  
 do collar and dressmakers'.  
 do masons'.  
 Stocks and dies.  
 Soldering irons.  
 Tapes, measuring.  
 Tongs, gas.  
 do blacksmiths'.  
 Tools, saddlers'.  
 do grafting.  
 do tinsmiths'.  
 Trowels.

# Trade and Commerce.

## FREE LIST—Continued.

- Tools, viz. :  
Turnscrews.  
Vices.  
Wedges.  
Wheels, tracing.  
Wrenches.  
Tortoise shell.  
Turpentine.  
Type-metal.  
Vanners.  
Whalebone, not dressed.  
Wool.  
Woolpacks.  
Yams.  
Yellow metal in sheets.  
Zinc unmanufactured and sheet.  
Atlases and maps for school use.  
Beddings (saddlers'), brass, silver, and nickel.  
Books—educational—copy and exercise, for school use.  
Buckles (saddlers')—japanned, tinned, nickel, brass, and nickel-plated and dees.  
Cables, chain (iron) stud link, or not less than half an inch in diameter.  
Candle cotton, candle-wick.  
Charts, Admiralty.  
Chloro dinitro-benzol.  
Cocoa, raw.  
Coffee, raw.  
Coir yarn.  
Collar-checks, saddlers'.  
Copper rivets and washers.  
Dairy refrigerators, separators, and parts thereof.  
Dextrine, shoemakers'.  
Firewood, rough.  
Foil.  
Glass, broken.  
Globes for school use.  
Hames.  
Hat linings, cork.  
Heel-tips and plates, black-iron toes and toe-plates (shoemakers').  
Hogskins.  
Hooks, eyelet.  
India-rubber :  
Belting.  
Engine-packing.  
Hose and tubing.  
Insertion.  
Rings.  
Sheet.  
Valves.  
Washers.  
Knitting machines.  
Leather, Morocco.  
Locomotive wheels.  
Macaroni.  
Milk foods.  
Nails, yellow Muntz metal.  
Nitrate of ammonia.  
Oils, seal.  
Paper, photographic—albumenized.  
Pencils, slate.  
Pipes and tubes—brass, brass-cased, iron, steel, and copper.  
Plush, silk hat.  
Pullovers, felt, hatters'.  
Railway wagon wheels.  
Reapers and binders, and parts thereof.  
Rock salt.  
Sago and sago flour.  
Sewing machine heads.  
Shellac.  
Silver, German, in sheets.  
Spun-yarn.  
Spurs.  
Stirrup-irons.  
Straw-plait.  
Tapioca and tapioca flour.  
Timber, undressed—ash, hickory, oak, and sycamore.  
Tin tags.  
Tools of trade, not being machinery, and tool handles.  
Twine, being sewing and seaming of hemp, cotton, or flax, also for reapers and binders.  
Vermicelli.  
Wire :  
Iron and steel (not galvanized).  
Rope.  
Copper, brass, and silver.  
Yeast.  
Crude drugs, etc. :  
Aloes.  
Aloin.  
Antefebrian.  
Antepyrin.  
Arsenic.  
Borax.  
Camphor.  
Cantharides.  
Cinchona.  
Cocain.  
Calumba.  
Cream tartar.  
Gentian.  
Rhubarb.  
Jalap.  
Myrrh.  
Henbane.  
Hemlock.  
Iodine.  
Litharge.  
Manganese.  
Magnesia.  
Menthol.  
Paraffine wax.  
Quinine.  
Soda carbonate.  
Soda bicarbonate.  
Strychnine.  
Saffron.  
Tartaric acid.  
Vanilla beans.  
Ultramarine.  
Zinc sulphate.  
Zinc oxide.  
Aconite, not tinctures.  
Arnica, not tinctures.  
Belladonna, not tinctures.  
Digitalis, not tinctures.  
Gum :  
Animi.  
Arabic.  
Benzoin.  
Buchu.  
Copal.  
Damar.

## FREE LIST—Continued.

- Gum :  
   Island.  
   Mastic.  
   Manilla.  
   Sandrac.  
   Senegal.  
   Sierra leone.  
   Tragacanth.  
 Oils—essential (excepting lemon and eucalyptus).  
 Hospital dressings and appliances :  
   Lint.  
   Cat-gut, for sewing purposes.  
   Surgical drainage tubing.  
   Protective silk.  
   Guttapercha tissue.  
   Adhesive plaster.  
   Esmarch's handkerchiefs.  
   Eye-pads.  
   Syringes.  
   Ice-bags.  
   Suspensories.  
   Celluloid, for splints.  
   Emery-cloth in piece (not coated).  
   Manilla paper for manufacturing glass paper.  
   Fish oil.  
   Fishing nets.  
   Artists' colours.  
 Chains :  
   Breeching.  
   Leading.  
   Backband.  
   Bellyband.
- Chains :  
   Hip-strap.  
   'Bus-end.  
   Spring-cart, and  
   Trace-end.  
   Chlorate of potash.  
   Soda crystals.  
   Sponges.  
   Wire-gauze, fine.  
   Flint.  
   Typewriting machines and parts thereof.  
   Bitumen.  
   Split-skins for bottle-tops.  
   Brushmakers' material, viz. :  
     Bass.  
     Mexican fibre.  
     Split cane.  
     Whisk.  
     Kitool.  
   Files and rasps.  
   Mill silk.  
   Zinc plates.  
   Bits (riding, driving, and cart).  
   Serge (saddlers').  
   Kersey (saddlers').  
   Ornaments, saddlers', nickel, plated, and brass.  
   Saddle staples and nails—nickel, plated and  
   tinned.  
   Rings and terrets—japanned, brass, nickel, and  
   plated.  
   Web (saddlers'), straining and girth.

# Trade and Commerce.

## QUEENSLAND TARIFF.

Modified by Act No. 14, assented to October 4, 1892.

(As published January, 1893.)

### IMPORT DUTY.

		£	s.	d.
Axle and lubricating grease	cwt.	0	6	0
Acid, sulphuric	do	0	5	0
Acid, acetic:				
Containing not more than 33 per cent of acidity	lb.	0	0	3
For every extra 10 per cent or part thereof of acidity	do	0	0	1
Ale, beer, porter, cider and perry	gallon.	0	1	0
do do for six reputed quart bottles		0	1	3
do do for twelve reputed pint bottles		0	1	3
Arrowroot	reput. lb.	0	0	1
Bacon	lb.	0	0	3
Barley	bushel.	0	1	0
Barley, malting	do	0	1	6
Beans and pease	do	0	1	0
Biscuits	reput. lb.	0	0	2
Blue	do	0	0	2
Boots and shoes, except india-rubber shoes (present English sizes to be the standard):				
Men's No. 6 and upwards	doz. pairs.	0	33	0
Youths' Nos. 2-5	do	0	21	0
Boys' Nos. 7-1	do	0	17	6
Women's No. 3 and upwards	do	0	19	6
Girls' Nos. 11-2	do	0	16	0
Girls' Nos. 7-10	do	0	11	6
Boot uppers, men's	do	0	18	0
Brandy	gallon.	0	14	0
Bran and pollard	bushel.	0	0	4
Butter	lb.	0	0	3
Butterine and other similar products	do	0	0	4
Candles	reput. lb.	0	0	2
Carriages:				
Tilburies, dog-carts, gigs, Boston chaises, and other wheeled vehicles, with or without springs or through braces	each.	10	0	0
Express wagons and wagons for carrying goods, or single or double-seated wagons and four-wheeled buggies, without tops, mounted on springs and braces, and Hansom cabs	do	12	0	0
Single and double-seated wagons, wagonettes, and four-wheeled buggies, with tops	do	15	0	0
Omnibuses and coaches, for carry-mails or passengers	do	20	0	0
Barouches, broughams, mail phaetons, drags, landaus, and similar vehicles	do	30	0	0
Castor oil and salad oil packed in bottles, jars, and other vessels (not exceeding one gallon in size), as under:				
Quarter-pints and smaller sizes	dozen.	0	0	6
Half-pints and over quarter-pints	do	0	1	0
Pints and over half-a-pint	do	0	2	0
Quarts and over a pint	do	0	4	0
Over a quart and not exceeding a gallon	do	0	12	0
Castor oil, in bulk	gallon.	0	1	0
Chaff	ton.	0	15	0
Cement	barrel.	0	2	0
Cheese	lb.	0	0	4
Cakes	reput. lb.	0	0	2
Cigars	lb.	0	6	0
Cigarettes (including wrappers)	do	0	6	0
Chicory	do	0	0	6
Chicory root, kiln-dried	do	0	0	3
Chinese oil, in bulk	gallon.	0	1	0
Coal	ton.	0	2	0
Cocoa and chocolate	lb.	0	0	4
Chocolate confectionery	do	0	0	4
Coffee, roasted	do	0	0	6
do raw	do	0	0	4
Cod liver oil, in bottle, and in the same proportion for larger or smaller contents	doz. rep. pints.	0	2	0
Cod liver oil, in bulk	gallon.	0	1	0
Colza oil, in bulk	do	0	1	0
Confectionery and succades	lb.	0	0	4

IMPORT DUTY—Continued.

		£	s	d.
Condensed milk	reput. lb.	0	0	2
Cordials	gallon.	0	14	0
Cordage and rope	cwt.	0	8	0
Corn flour	reput. lb.	0	0	2
Doors, wood	each.	0	4	0
Fish, pickled or salted, in casks, and dried fish	lb.	0	0	1
Fish, preserved (not salted), and in the same proportion for larger or smaller contents	doz. reput. lbs.	0	2	0
Flour	ton of 2,000 lbs.	0	20	0
Dried fruits	lb.	0	0	3
Fruits, bottled, or in tins or jars, and in the same proportion for larger or smaller contents	doz. reput. pints.	0	1	6
Fruit, pulp, and fruit preserved by acids	cwt.	0	5	0
Geneva	gallon.	0	14	0
Ginger, preserved and dried	lb.	0	0	4
Glue	reput. lb.	0	0	2
Glucose	cwt.	0	10	0
Gunpowder	reput. lb.	0	0	1
Hams	lb.	0	0	3
Hay	ton.	0	15	0
Harmoniums	each.	3	0	0
Hook and eye hinges	cwt.	0	6	0
Honey	lb.	0	0	3
Hops	do	0	0	8
Iron castings for building purposes and malleable iron castings	cwt.	0	3	0
Iron pipes, cast	do	0	2	0
Iron, corrugated	do	0	2	0
Iron, galvanized	do	0	2	0
Iron wire	do	0	2	0
Jams and jellies, and in the same proportion for larger or smaller contents	doz. reput. lbs.	0	2	0
Lard	reput. lb.	0	0	1½
Lead, piping and sheet	cwt.	0	2	0
Lead, white and red	cwt.	0	3	0
Leather (except otherwise enumerated)	lb.	0	0	4
Linseed and other veg table oils, in bulk	gallon.	0	1	0
Macaroni	reput. lb.	0	0	2
Maize	bushel.	0	0	8
Maizemeal	reput. lb.	0	0	2
Maizena	do	0	0	2
Malt	bushel.	0	4	6
Methylated spirits, foreign	liq. gall.	0	5	0
Methylated spirits, colonial	do	0	2	0
Molasses and syrups:				
In packages containing 1 gallon or under	cwt.	0	10	0
In any other packages	do	0	7	6
Mustard	lb.	0	0	3
Nails	cwt.	0	3	0
Neatsfoot oil, in bulk	gallon.	0	1	0
Nuts, all sorts, except coconuts	lb.	0	0	3
Oatmeal	cwt.	0	4	0
Old Tom	gallon.	0	14	0
Oils, mineral and all other oils not otherwise enumerated (except perfumed oils), and turpentine	gallon.	0	0	6
Organs, cabinet	each.	3	0	0
Oats	bushel.	0	0	8
Onions	ton.	0	20	0
Opium	lb.	0	20	0
Paper bags, not printed	cwt.	0	8	0
Paper bags, printed	do	0	12	6
Pianos, upright	each	6	0	0
Pianos, horizontal, square, grand or semi-grand	do	12	0	0
Patent groats and farinaceous food, prepared, not being wheaten flour or otherwise specified	lb.	0	0	2
Paints, wet and dry	cwt.	0	3	0
Pearl barley	reput. lb.	0	0	1
Peel, dry and drained	do	0	0	2
Pepper	lb.	0	0	3
Pork (not including mess pork)	reput. lb.	0	0	2
Pork, mess	do	0	0	1
Potatoes	ton.	0	15	0
Preserved meat (not salted) and extract of meat, and in the same proportion for larger or smaller contents	doz. reput. lbs.	0	4	0
Resin	cwt.	0	1	0

# Trade and Commerce.

## IMPORT DUTY—Continued.

		£	s.	d.
Rice.....	reput. lb.	0	0	1
Rum, foreign.....	gall. proof.	0	14	0
Rum, colonial.....	gallon.	0	12	0
Sago.....	reput. lb.	0	0	1
Salt beef.....	do	0	0	1
Saltpetre.....	cwt.	0	4	0
Sarsaparilla and bitters, if containing not more than 25 per cent of proof spirit.....	gallon.	0	6	0
Sarsaparilla and bitters, if containing more than 25 per cent of proof spirits.....	do	0	14	0
Sauces and pickles, packed in bottles, jars, and other vessels (not exceeding one gallon in size), as under :				
Quarter-pints and smaller sizes.....	dozen.	0	0	6
Half-pints and over quarter-pints.....	do	0	1	0
Pints and over half-a-pint.....	do	0	2	0
Quarts and over a pint.....	do	0	4	0
Over a quart and not exceeding a gallon.....	do	0	12	0
Sashes.....	pair.	0	4	0
Shot.....	reput. lb.	0	0	1
Snuff.....	lb.	0	5	0
Soap.....	cwt.	0	10	0
Soap and washing powders.....	lb.	0	0	2
Soap, perfumed, fancy, and toilet.....	do	0	0	3
Soda, bicarbonate.....	cwt.	0	1	0
Soda, caustic.....	do	0	1	6
Soda crystals.....	do	0	2	0
Spices.....	lb.	0	0	3
Split pease.....	reput. lb.	0	0	1
Spirits, perfumed.....	liq. gall.	0	20	0
Spirits, all other.....	gallon.	0	14	0
Starch.....	lb.	0	0	2
Starch, in cardboard and other boxes, containing as under :				
Under half-pound.....	dozen.	0	1	0
One pound and over half-a-pound.....	do	0	2	0
Two pounds and over one pound.....	do	0	4	0
Four pounds and over two pounds.....	do	0	8	0
Stearine.....	reput. lb.	0	0	1½
Sugar, raw.....	cwt.	0	5	0
Sugar, refined.....	do	0	6	8
Tapioca.....	reput. lb.	0	0	1
Tallow.....	do	0	0	1½
Tanks, iron.....	each.	0	8	0
Tea, in paper, cardboard, or other packets, made up for sale by retail :				
Half-pound and under.....	packet.	0	0	4
Over half-pound.....	lb.	0	0	8
Tea.....	do	0	0	6
Tobacco, manufactured.....	do	0	3	0
Tobacco, unmanufactured.....	do	0	2	0
Turpentine.....	gallon.	0	0	6
Twine.....	reput. lb.	0	0	1½
Timber logs.....	100 superficial feet.	0	1	6
Timber, undressed of a scantling 96 square inches and over.....	100 do	0	1	6
Timber, dressed and sawn of a scantling under 96 square inches.....	100 do	0	3	0
The duty on timber to be estimated as of a thickness of one inch, and to be in proportion for any greater thickness. Any thickness under one inch to be reckoned as one inch.				
Vermicelli.....	reput. lb.	0	0	2
Vinegar, in bottle.....	6 rep. qts.	0	1	0
do.....	12 rep. pts.	0	1	0
Vinegar, in wood.....	gallon.	0	0	9
Wheat.....	bushel.	0	0	4
Whiting.....	ton.	0	7	6
Whisky.....	gallon.	0	14	0
Wine, sparkling.....	do	0	10	0
Wine, other kinds.....	do	0	6	0
Writing paper, cut.....	reput. lb.	0	0	2

### Case spirits :

Reputed contents of two, three, or four gallons shall be charged on and after the first day of March, 1889, as follows : two gallons, and under, as two gallons ; and not exceeding three, as three gallons ; over three, and not exceeding four, as four gallons.

## EXPORT DUTY.

Log cedar .....	2s. per 100 superficial feet.
Sawn cedar, over 4 inches in thickness.....	2s. per 100 superficial feet.

## ARTICLES EXEMPTED FROM DUTY.

Animals, alive.	Glaziers' tools,
Anchors, over 3 cwt.	Gimp, silk or cotton.
American oak for staves.	Graining combs.
Bagging and wool-bagging.	Grindstones.
Bottles for pickles, fruits and sauces.	Gutta percha.
Bolts and nuts and bolt-heads and nuts $\frac{3}{8}$ -inch diameter and under.	Hatmakers' materials, namely : Felt hoods, shellac, galloons, spale-boards for hat-boxes.
Bottling wire.	Hatters' black silk plush.
Boiler plates, boiler tubes.	Hemp.
Books (printed), except for advertising purposes ; maps, charts, and globes.	Hessian.
Bookbinders' leather and cloth.	Hooks and eyes.
Braces, ratchet.	Ink, printing.
Brimstone.	Iron, ore.
Brass—bar, sheet, and rolled.	Iron, plain sheet (not including galvanized).
Buckles of every description.	Iron, pig.
Buttons, braids, tapes, waddings, pins, needles ; and such minor articles required in the making up of apparel, boots, shoes, hats, caps, saddlery, upholstery, carriage and other vehicles, umbrellas, parasols and sunshades, as may be enumerated in any order of the Treasurer and published in the <i>Government Gazette</i> .	Iron, bar.
Cane shredders.	Iron, rod—from $\frac{1}{8}$ to $\frac{1}{2}$ inch ; channel iron, angle and tee iron, rolled iron joists up to 10 inches by 5 inches.
Carriage and cart makers' materials, namely : Spring steel, brass hinges, tacks, tire-bolts, shackleholders, rubber cloth and American cloth.	Iron, scrap.
Chaff-cutting knives.	Iron, hoop.
Children's boots, Nos. 0 to 6.	Ivory.
Chloride of lime.	India-rubber.
Coin—gold, silver and bronze.	Kapock.
Copper—sheet, plain, ingots.	Leather—patent, enamelled, kid, hogskins, levant, morocco, and imitations thereof.
Cocoanuts.	Lithographic stones.
Copperas.	Lithographic ink and colours.
Copper—rod, wire.	Long bark in bundles.
Cotton and linen thread, sewing, knitting, embroidery, crochet, crochet thread, sewing silks and twists.	Malleable iron and copper piping.
Combined reaper and binder, strippers.	Manure, guano.
Copper nails.	Metal fitting for portmanteaus, travelling bags, and leggings.
Copper wire, thread-covered.	Metal frames for bags and satchels.
Cream separators.	Muntz metal.
Cream testers.	Machinery of the following descriptions, not including engines and boilers : Flour milling. Lathes over 3½ tons weight. Drilling machines over 2½ tons weight. Punching machines over 7 tons weight. Shearing machines over 7 tons weight. Plate-bending machines over five tons weight. Slotting machines over 4 tons weight. Shaping machines over 2½ tons weight. Bookbinding and ruling machines. Yaryan evaporates. Canning machines. Steam threshing machinery.
Curiosities, antique.	Music.
Diving pumps and dresses.	Mill stones.
Dye.	Mill silk.
Dynamite, gelatine dynamite, lithofracteur, blasting powder, fuse, detonators, and other explosives except gunpowder.	Metal tubing, except tin, zinc welded, and lead.
Eyelet punches and eyelets.	Newspapers, printed.
Elastic, boot.	Naval and military stores imported for the service of the Colonial Governments, or for the use of Her Majesty's land or sea forces.
Fibre, cocoanut.	Outside packages in which goods are ordinarily imported and which are of no commercial value except as covering for goods.
Flax.	Ores.
Fruit, green in cases.	
Fire engines.	
Flock.	
Gold, unmanufactured.	
Garden seeds.	
Garden bulbs.	
Garden trees.	
Garden shrubs.	



## Trade and Commerce.

### ARTICLES EXEMPTED FROM DUTY—*Continued.*

- Oil of rhodium.
- Passengers' cabin furniture and baggage, and passengers' personal effects (not including vehicles, musical instruments, glassware, chinaware, silver and gold plate and plated goods, and furniture other than cabin furniture) which are imported with and by passengers *bona fide* for their own personal use and not imported for the purpose of sale.
- Paper, hand-made or machine-made, book or writing, of sizes not less than the size known as "demy" when in original wrappers, and with uncouth edges as it leaves the mill.
- Phormium tenax.*
- Patent porcelain or steel roller for flour mills.
- Pallet knives.
- Paper patterns.
- Pig lead.
- Picture cards for schools.
- Plated nails.
- Precious stones, unset.
- Quicksilver.
- Rattans, canes, and willows.
- Rabbit traps, iron.
- Safety matches.
- Salt.
- Soda, ash.
- Saddlers' ironmongery, such as hames and mounts for harness, straining, surcingle, brace, girth, and roller webs; collar check, saddle serge.
- Saddle-trees.
- Straw, mill, and paste-boards.
- Staymakers' binding eyelet-holes, corset-fasteners, jean, lasting, and cotell.
- Specimens of natural history.
- Silver, unmanufactured.
- Steel rails.
- Steel—unwrought, sheet, bar, angle, and tee.
- Straw plaits, palm-leaf plaits, Tuscan plaits.
- Slates, school.
- Slate pencils.
- Sulphate of ammonia.
- Seaming twine.
- Saddle binding.
- Skins and hides, raw.
- Shoe pegs, peg wood.
- Shoemakers' nails, viz.: Sparrow-bills, wrought and cast tips, bright and black malleable hobs, wrought hobs, nuggets, Hungarian cut sprigs, steel bills, tingles, iron and brass rivets.
- Starch, manufactured in bond from imported rice, under such restrictions and regulations as the treasurer may impose.
- Steel wire rope.
- Tailors' trimmings, namely: French canvas, buckram, wadding, padding; silk, worsted and cotton bindings and braids; stay binding.
- Tin plates.
- Tools, namely:
- Grinding tools, edge-planes, kit, peg shaves, and welt trimmers.
  - Adzes, anvils, augers, screw and shell, and auger bits.
  - Awls, awl pads, and hafts.
  - Axes, hatchets, tomahawks.
  - Bevels, blowpipes.
  - Braces and bits, and breastdrills.
  - Bruzzes for wheelwrights.
  - Bung-borers.
  - Brushes, patent roller for block-making.
  - Chisels and gouges.
  - Choppers and cleavers, butchers'.
  - Compasses—dividers.
  - Compasses—carpenters' and coopers'.
  - Diamonds, glaziers'.
  - Files and rasps.
  - Forks—digging, hay, and stable.
  - Hoes—garden, plantation.
  - Knives—-butchers', hay, pruning, putty, saddlers', shoemakers', cane.
  - Needles of all sorts.
  - Palms, leather.
  - Planes and plane-irons.
  - Rules, tapes, and chains—measuring.

### AD VALOREM DUTIES.

- Saws of all kinds, but not the machinery (if any) connected therewith.
- Scissors, scrapers (ship).
- Screws—bench, brass, coach, galvanized, hand, table, wood.
- Scythes and scythe handles.
- Shears—garden, hedge, sheep, tailors', tinmen's.
- Shovels—iron or wood.
- Sickles, spades.
- Spokeshaves, shaves, and spoke trimmers.
- Squares.
- Squeezers, cork.
- Steels, butchers'.
- Stocks and dies, and taps for same.
- Saddlers' tools, namely: Rein rounders, claw, carving, French edge, patent leather tools, wheels, rosette cutters.
- Trowels.
- Vices, and patent saw-vices.
- Type.
- Typewriters.
- Umbrella makers' materials, namely: Sticks, runners, notches, caps, ferrules, cups, ribs, stretchers, tips, and rings for use in the making of umbrellas, parasols and sunshades.
- Whalebone.
- Wire netting.
- Wooden hoops for casks.
- Zinc.
- Machinery for carding, spinning, weaving, and finishing the manufacture of fibrous material, and cards for such machinery.
- Machinery—Dry air, for refrigerating, without engine.
- Machinery used in the manufacture of paper and felting.
- Gas engines.
- Portable engines.
- Centrifugals—multiple effects.
- Traction engines and steam ploughs.
- Sewing machines.
- Tubing for artesian wells.

AD VALOREM DUTIES—*Continued.*

Freezing machines, not including engine power.  
Machines, namely :

Planing machines and machines for joinery.  
Hot-air machinery for drying timber. Hydraulic hat moulds, knitting machines, printing machines and presses, but not the motive power (if any) for same.

Machinery for telegraphic purposes.

For every one hundred pounds of the value thereof, a duty of five pounds.

Union ticks, in the piece.  
Crimean flannel, in the piece.  
Moleskin, in the piece.  
Reversible and levantine silk mixtures, of not less than 44 inches in width.  
Alpaca cloth, with border.  
Zanella cloth with border.  
Paper, except otherwise enumerated.  
Ash timber, in plank.  
Carriage shafts, spokes, felloes, naves, hubs, bent wheel rims.

Articles and materials (as may from time to time be specified by the treasurer) which are suited only for, and are to be used and applied solely in, the fabrication of goods within the colony. All decisions of the treasurer in reference to articles so admitted free to be published from time to time in the *Government Gazette*.

Bunting, in the piece.  
Linseed, castor-oil seed.  
Furniture springs.  
Sulphur.  
Nitrate of soda.  
Canvas of all kinds.  
Corks (cut) cork, and cork socking.  
Cotton piece goods.  
Linen piece goods.  
Elastic, except boot elastic.  
Tailors' trimmings : Italians.

For every one hundred pounds of the value thereof, a duty of fifteen pounds.

Agricultural implements, viz.: Chaff-cutting machines, corn crushers, grain sowers, huskers and shellers, winnowing machines, mowing machines.

Artists' colours.

Asphalt.

Asbestos (unmanufactured).

Backs (wooden) for brushes.

Bark for tanning, except long bark in bundles.

Bags and sacks, being bran, corn sacks, flour, gunny, ore, woolpacks, and sugar bags and mats.

Bicycles and tricycles.

Bottles (glass), except otherwise enumerated.

Boot cloth.

Burnishing ink.

Cameras (photographic).

Capsules for bottles.

Cartridge fillers and re-cappers.

Castors for furniture.

Casks, and staves and heads imported in shooks.

Chalk.

Cigarette papers.

Coir yarn.

Cotton, raw.

Cotton wicks.

Cotton waste.

Cocoa beans, raw.

Cutlery.

Curled hair.

Carriage makers' materials, viz.: Carriage springs, carriage trimmings, carriage cloth in the piece.

Drapery and millinery, viz.:

Bonnet shapes.

Cotton blind nets.

Cords, cotton, linen.

Worsted (in hanks, coils and reel.)

Piece goods, viz.:

Baize.

Bedford cord.

Cloths.

Dress goods.

Flannel.

Linseys.

Drapery and millinery, viz.:

Piece goods, viz.:

Mosquito nets and Valence nets

Ribbons.

Serges and estamenes.

Silks.

Trimmings (mantle and dress).

Tweeds.

Velvets and velveteens.

Woolens.

Wool (Berlin and knitting).

Carpeting, druggeting, floorcloth, oilcloth (in the piece).

Lace (cotton and silk).

Straw hats and bonnets (untrimmed and unlined, paper and glazed calico not to be considered lining).

Drugs and chemicals, viz.:

Acetate of soda.

Acid, boracic.

Acid, benzoic.

Acid, carbolic.

Acid, citric.

Acid, oxalic.

Acid, phosphoric.

Acid, salicylic.

Acid, tannic.

Acid, tartaric.

Alum.

Arsenic.

Ammonia.

Bluestone.

Borax.

Cream of tartar.

Glacialine.

Glycerine.

Nux vomica.

Nut-galls.

Pearl ash.

Phosphorus.

Strychnine.

Sulphate of quinine

Felt.

Felt sheathing.

# Trade and Commerce.

## AD VALOREM DUTIES—*Continued.*

Gilt mouldings for pictures.	Ironmongery and hardware, viz. :
Glass stoppers for soda water bottles.	Tinned rivets.
Gold and silver leaf.	Weighing machines of all kinds, and weights for same.
Hair-seating for furniture.	Isinglass.
Hose, india rubber and canvas.	Lamp chimneys and globes.
Ironmongery and hardware, viz. :	Lemon peel in brine.
Bolts and nuts over $\frac{3}{8}$ of an inch diameter	Liquid stain for leather.
Door-knobs—glass, brass and china.	Magic lanterns and slides.
Emery cloth, emery paper, emery powder.	Marble and stone unwrought.
Hammers.	Oakum.
Hinges.	Ostrich feathers, raw.
Holystones.	Paperhangings.
Irons—hatters', Italian, smoothing, and tailors'.	Pens.
Latches.	Saddlers' materials, viz.: Saddle cloths and sad- dle girths made up.
Locks.	Sponge.
Mortice furniture. all kinds.	Tar, Stockholm.
Patent door-springs.	Watches, clocks, and all parts thereof.
Pencils, carpenters'.	Window and plate glass.
Sash fasteners.	Whip sockets.
Staples for fencing.	
Tinfoil.	

Upon all goods, wares and merchandise imported into Queensland other than those mentioned in the foregoing schedules, for every one hundred pounds of the value thereof, a duty of twenty-five pounds.

## SOUTH AUSTRALIA.

*The Tariff Revision Act, No. 405 of 1887, as amended by Act of 17th December, 1892.*

		£	s.	d.
Acetic acid, containing not more than 33 per cent acidity.....	lb. or pint.	0	0	3
For every extra 10 per cent or part of 10 per cent of acidity.....	do	0	0	1
Acid—nitric, sulphuric, and muriatic.....	cwt.	0	5	0
Ale, porter, spruce or other beer, cider and perry lime juice, aerated and lime juice cordials, not spirituous.....	gallon.	0	1	0
*Animals, living, viz. :—				
Horses, mares, geldings, colts and fillies over the age of six months, except in saddle, or harness.....	each.	2	0	0
Horned cattle, cows, oxen, heifers, bulls, steers, calves over six months old, except working bullocks in teams.....	do	1	0	0
Sheep.....	do	0	1	0
Pigs.....	do	0	5	0
Bacon, butterine, cheese, coffee roasted or ground, fancy soap, ham.....	lb.	0	0	4
Barley.....	bushel.	0	1	6
Beeswax, candied fruit, chocolate, cocoa manufactured confectionery, fruit, dried (except dates, currants, raisins), gunpowder, sporting, honey, jams, jellies, mustard, nuts (except cocoanuts), pork (in pickle), preserves.....	lb.	0	0	3
Biscuits, blue, butter, candies, curled hair, currants, dates, fish, preserved (except sardines), fish paste, preserved fruit.....	do	0	0	2
Glue, macaroui, meat preserved, pepper, raisins.....	do	0	0	2
Fruit pulp.....	do	0	0	4
Soap (other than fancy).....	do	0	0	1
Soap (extract of), soap and washing powders, spices starch, soup, preserved.....	do	0	0	2
Twines and cord, including fishing lines (except sewing or seaming twines) vegetables, preserved, vermicelli.....	do	0	0	2
Boots and shoes, except india-rubber shoes (present English sizes to be the standard), viz. :—				
Boys' Nos. 7-1.....	doz. pairs.	0	17	6
Men's No. 6 and upwards.....	do	0	33	0
Women's No. 3 and upwards, except lasting and stuff boots, including goloshed boots.....	do	0	19	6
Youths' Nos. 2-5.....	do	0	21	0
Girls' Nos. 11-2, except lasting and stuff boots, including goloshed boots.....	do	0	16	0
Girls' Nos. 7-10, except lasting and stuff boots, including goloshed boots.....	do	0	11	6
Cards, playing.....	doz. packs	0	6	0
Carriages :—				
Tilburys, dog carts, gigs, Boston chaises, and other two-wheeled vehicles, on springs or through braces.....	each.	10	0	0
Express wagons and wagons for carrying goods, and single or double seated wagons, and four-wheeled buggies without tops, mounted on springs or braces.....	do	15	0	0
Hansom cabs, safety, single and double seated wagons, wagonettes and four-wheeled buggies, with tops.....	do	20	0	0
Omnibuses and coaches, for carrying mails or passengers.....	do	40	0	0
Barouches, broughams, mail phaetons, drags.....	do	50	0	0
Cement.....	-barrel.	0	2	0
Chicory, including kiln dried (except green root), coffee and substitutes therefor, mixed with chicory or coffee.....	lb.	0	0	6
Coffee, raw.....	do	0	0	3
Chicory, green root.....	ton.	0	60	0
Cordage :—				
Coir rope.....	cwt.	0	5	0
Other (except galvanized and other iron and steel cordage).....	do	0	11	0
Galvanized and iron.....	do	0	3	0
Doors (except iron doors) 1½ inch and under.....	each.	0	5	0
do do over 1½ inch and under 1¾ inch.....	do	0	7	6
do do 1¾ inch and over.....	do	0	10	0
Fish (dried and salted) and sardines (except in pickle or brine), milk, preserved, and compounds thereof, paraffine and mineral wax, stearine.....	lb.	0	0	1
Fruit, bottled; oil, salad, sauces, pickles.....	dozen quarts.	0	4	0
do do do.....	dozen pints.	0	2	0
do do do.....	dozen smaller.	0	1	6
Fruit, fresh.....	bushel.	0	1	0
Galvanized iron—Corrugated, unmanufactured.....	ton.	0	30	0
Glucose.....	cwt.	0	6	0
Grain (except wheat overland) and pulse of every description, not enumerated, and whether prepared, ground or in any way manufactured.....	100 lbs.	0	2	0

\* These rates on animals do not apply to animals introduced into the northern territory of this colony.

# Trade and Commerce.

## IMPORT DUTIES—Continued.

		£	s.	D.
Grain :				
Maize.....	100 lbs.	0	1	0
Hats :				
Boys' and youths' felt hats, and glazed straw hats.....	dozen.	0	8	0
Boys', youths' and men's hats, with a calico or other foundation or frame, and covered with felt, plush, silk, merino, velvet, or other material not enumerated.....	do	0	30	0
Men's felt hats and women's untrimmed felt hats, of any size.....	do	0	15	0
Hats known as dress hats.....	do	0	48	0
Hops.....	lb.	0	0	6
Iron or steel columns, girders (rolled or riveted), pipes, tubes.....	ton.	0	40	0
Lead, pipe and sheet, shot.....	cwt.	0	2	6
Malt.....	bushel.	0	4	6
Marble, slate, stone (for building) unwrought.....	cubic foot.	0	1	0
Matches and vestas (except safety matches) for boxes containing 100 matches or under.....	gross.	0	1	0
Matches and vestas (except safety matches) for each additional 100 or part thereof.....	do	0	1	0
Meat, fresh.....	100 lbs.	0	5	0
Molasses and treacle.....	cwt.	0	3	0
Nails, screws, onions, paints, not prepared ready for use.....	do	0	2	0
Naphtha, oils (except kerosene, 3d., cloth, cod, cocoanut, palm, seal and whale free), turpentine and varnish.....	gallon.	0	0	6
Opium, morphia.....	lb.	0	20	0
Oatmeal.....	ton.	0	40	0
Oil—Olive or salad, in bulk.....	gallon.	0	2	0
Paints, mixed ready for use.....	cwt.	0	4	0
Paper, wrapping (all kinds), tissue.....	do	0	3	4
Paper bags not printed.....	do	0	10	0
Paper bags printed.....	do	0	15	0
Plaster of Paris.....	barrel.	0	3	0
Potatoes.....	cwt.	0	1	0
Rice and rice flour.....	do	0	3	0
Salt.....	ton.	0	25	0
Sarsaparilla (not containing more than 25 per cent of proof spirit), wine, if not containing more than 35 per cent of proof spirit.....	gallon.	0	6	0
Sashes, up to and including 1½ inch.....	pair.	0	4	0
do over 1½ inch.....	do	0	6	0
Soda crystals.....	ton.	0	40	0
Spirits (of all kinds) the strength of which can be ascertained by Sykes's hydrometer.....	proof gall.	0	14	0
Spirits, perfumed.....	do	0	24	0
Spirits and spirituous compounds (on all the strength of which cannot be ascertained by Sykes's hydrometer).....	liquid gall.	0	14	0
Spirits of all kinds used for fortifying wine, the produce of the province.....	proof gall.	0	2	6
Spirits, methylated.....	liquid gall.	0	3	0
Sugar.....	cwt.	0	3	0
Tea.....	lb.	0	0	3
Timber :				
Battens, deals, planks, quartering, spars.....	40 cub. feet	0	2	6
Boards, ¾ inch to 1½ inch, rough or planed, tongued or grooved.....	100 sup. ft.	0	1	6
Architraves, mouldings, 3 inches and under.....	100 lin. ft.	0	4	0
do do over 3 inches.....	do	0	7	0
Skirting.....	do	0	7	0
Laths.....	1,000	0	1	0
Palings.....	100	0	0	6
Shingles.....	1,000	0	0	6
Tobacco :				
Manufactured.....	lb.	0	2	9
Unmanufactured.....	do	0	1	7½
Cigars.....	do	0	6	3
Snuff.....	do	0	6	0
Vinegar, containing not more than 5 per cent of acidity.....	gall.	0	0	9
For every extra 1 per cent, or part of 1 per cent of acidity.....	do	0	0	2
Wine, sparkling.....	do	0	10	0

NOTE.—In all cases where duty is charged at per gallon, one dozen reputed quart bottles will be taken as two gallons, and one dozen reputed pint bottles as one gallon.

## TWENTY-FIVE PER CENT AD VALOREM LIST.

On all goods included in the following list, an ad valorem duty of 25 per cent :

Air bricks, albums, apparel and slops, not otherwise enumerated, archery materials; bags, canvass; basketware; bedsteads; beer engines; bellows and bellows with forges; bells (all kinds); bench screws; bent-wood and joinery; birdcages; blacking (including boot gloss, harness dressing and black lead); blacksmiths' tongs; blocks, pulleys and sheaves; boot and slipper uppers; boots and shoes not enumerated; bootlaces, leather; boilers, land and marine; bolts and nuts over  $\frac{3}{4}$  in. in diameter; boring rods and tools; breadcutters; bricks (except bath and dinas); bridges and bridgework, manufactured; bright wireware, britannia metalware; British plate; brooms and brushware; buckets and tubs (all kinds of); buggy hoods wholly or partly manufactured; cabin hooks; camp ovens and covers; candle moulds; candlesticks; carpenters and joiners' benches; carpet bags, portmanteaux, and trunks (all kinds of); carriages, carts, wagons and all vehicles not enumerated; castings not enumerated; cast steel drills; chisels, cold; corkscrews, wire and steel; copying and embossing presses; cork and other ship fenders; drapery and millinery, unenumerated (except hoisery not enumerated to be considered unenumerated); dumb bells, engines and parts (except gas, portable, and traction engines and pressure gauges); forges and forge backs; feathers, felloes; furniture, furs; gas tongs; garden rollers; glass, silvered; hats, not enumerated; grates, stoves, ranges and ovens and parts thereof; bonnets and caps, not enumerated; hammers (napping quartz and spalling); harness and saddlery, made up, hoists and lifts, horsepower and parts; hydraulic presses; icemaking and cooling machines; iron brackets doors, gates, kibbles, lasts, and galvanized iron manufactured; jewellery, japanned ware; jacks, lifting; kettles and pans (copper and brass), knife-boards, knife-cleaners; gasoliers and parts; ladles, iron, lasts, wood, leatherware of every description, not enumerated; leggings; machines, washing and mangles; manufactured of metal not enumerated (except plough and scarifier shares); mandrels; mantelpieces; mats, all kinds of; millbands, leather; mouldings gold; silverware; oars; organs, pipe; picks and mattocks; picture frames (except for public institutions); perfumery; plate and plated ware not enumerated; pliers; polishing powders and pastes; plumber blocks and brasses; punching machinery; quarry mauls and picks; refrigerators; saddle and harness trees; sails, new; safes, iron; sieves; staples; sashweights; scrapers; stationery, manufactured, including labels, posting, handbills and printed bags not enumerated; shafting, cold, rolled or turned and couplings; tiles; tinware; tiring plates; trouthing; wedges, whips and walking sticks; wheels and axles; wigs; winches; windmills; wickerware; woodware, wringers; weighbridges over 20 cwt.; woolpresses; woolscourers; whim bows; whim mountings wine presses.

## TWENTY PER CENT AD VALOREM LIST.

On all goods included in the following list, an ad valorem duty of 20 per cent :

Aerated waters; cordials not spirituous; brown earthenware and stoneware; fireworks; glassware, cut, engraved, etched, or ground and bottles (except medicine bottles); haypresses; hosiery; knitted; machinery, not enumerated; marble; stone; slate (wrought); medicines, patent or so called or being subject to a stamp duty in the country from whence exported; mineral waters; syrups; tents and tarpaulins; umbrellas and parasols.

## FIFTEEN PER CENT AD VALOREM LIST.

On all goods included in the following list, an ad valorem duty of 15 per cent :

Agricultural implements not enumerated, including cornercrushers; apparel and slops, being mole clothing and imitations thereof; blankets; carpet; carpeting; chinaware and earthenware not enumerated; cricketware; clocks, watches or parts thereof; drapery and millinery, viz., bonnet, dress, mantle and jacket ornaments, trimmings and fringes, corsets, crapes, embroidery, flowers, gloves, gimp, gossamer, handkerchiefs, lace (cotton silk or wood), nets (veil or trimming); piece goods, viz., silk, and manufactures thereof containing 5 per cent of silk (not enumerated), satins, pushes, and velvets, ribbons, ruffings, tablecloths table and toilet covers (cotton or linen), table napkins, towels and dusters; eyeglasses and spectacles, gold or silver; fancy goods; glass, plate and sheet, not enumerated; glassware, not enumerated; hats, viz., pith; harmoniums and pianofortes; organs, other than pipes; lamps and lampware; leather, not enumerated (except roans and skivers); matting; metal services; spoons and forks (except steel table forks); oil and floor cloth; plough and scarifier shares; quilts and rugs; tobaccoist ware; woollen and flannel piece goods (except dress piece goods), cloths, tweeds, estamenes and serges (not enumerated).

# Trade and Commerce.

## FREE LIST.

- American leather cloth.  
Anchors, over 3 cwt.  
Animals, living, not enumerated.  
Antifouling composition.  
Antimony, in ingots.  
Anvils.  
Artificial teeth.  
Artists' colours, canvas and pallet knives.  
Arrowroot.  
Asphalt.  
Atlases.  
Backs, wooden, for brushes.  
Bagging, Forfar and Hessians.  
Bags and sacks, printed or otherwise being bran, corn, flour, gunny, ore and woolpacks, not enumerated.  
Ballast, not being stone enumerated.  
Barrel and cupboard bolts.  
Bass, hair and bristles, and other materials for brushmaking.  
Bicycle steel backbones or tubes and rims, unfinished.  
Black sand.  
Blasting powder, dynamite and lithofracteur.  
Bookbinding cloth.  
Books, printed.  
Boots and shoes, children's No. 0-3 (present English sizes to be the standard).  
Boot elastic.  
Boot hooks.  
Boot laces, other than leather.  
Bolts and nuts  $\frac{3}{8}$  in. diameter and under.  
Bolts ends and nuts,  $\frac{3}{8}$  in. diameter and under.  
Bone black.  
Bones.  
Bonnet shapes.  
Bonnets and hats, viz., straw, chip, willow, tape or braid, untrimmed.  
Bottles, India-rubber.  
Braids and binding.  
Brass, bar, sheet, rod and rolled.  
Bricks, bath and Dinas.  
Bushes, patent roller, for block making.  
Buttons, all kinds of.  
Brimstone, crude and flowers of sulphur.  
Buckles, all kinds of.  
Bulbs and seeds, garden.  
Bunting in the place.  
Camera, photographic.  
Cane.  
Canvas.  
Canvas hose.  
Capsules, bottle.  
Cardboard, strawboard and millboard (plain).  
Carriage trimmings.  
Casks and cases for dry goods and packages in which goods are ordinarily imported (except glass or stone bottles enumerated) and empty returns.  
Chain cables and traces, not galvanized.  
Chalk.  
Charts.  
Cloth, oil.  
Coal, lignite and coke.  
Cocoa nibs.  
Coin, specie and bullion.  
Coir, yarn.  
Combined mower and binder.  
Copper and yellow metal sheathing, sheet, bar, rod and nails.  
Copper wire, covered.  
Copperas.  
Cordage, viz., steel wire.  
Corks, cut and cork.  
Cork socking.  
Cornflour.  
Cotton for hosiery, packing, raw silicate waste, wick, and knitting and mending.  
Cotton goods in the place (except velvets and velveteens to be considered unenumerated).  
Cotton thread, sewing.  
Crimean and union shirtings in the place.  
Crucibles.  
Demonstration chalk.  
Dentists' tools and materials.  
Detonators.  
Diamonds, glazier and mining.  
Door knobs and handles, brass, glass, or china.  
Drawing pins.  
Dry plates, photographic.  
Dyestuffs, being aniline dyes, bichrome, dyewoods, dyewood extract and indigo.  
Ebonite and vulcanite bottle stoppers.  
Elastic.  
Emery cloth, powder and paper.  
Engines, gas, portable and traction; dry air refrigerating machines without engine.  
Eyeglasses and spectacles (except gold and silver).  
Eyelets, eyelet punches and webbing.  
Felt sheathing and paper, roofing.  
Fibre, cocoa.  
Flax.  
Forks, hay and digging.  
Fuse.  
Ginger, green.  
Globes, school.  
Gold and silver leaf.  
Grain, viz., wheat, overland.  
Grindstones.  
Guano and other manures.  
Gutta percha.  
Hair, seating and unmanufactured  
Hames, all kinds.  
Harness, minor articles and mountings.  
Harvest twines.  
Hatters' materials, except felt hoods, pullover hoods and any article of felt prepared for the manufacture of hats.  
Hemp.  
Hides and skins, raw.  
Hinges (except T and hook hinges).  
Hooks and eyes.  
Hooks, reaping.  
Holystones.  
Hollow ware.  
Hose and tubing, india-rubber.  
Imitation cane.  
India-rubber, stamps, erasers, anti-rattlers buffers, washers and tires for bicycles.  
Ink and ink powder.  
Iron, bar, rod, galvanized iron droppers, galvanized, sheet, plain, girder plates unmanufactured, hoop, ore, pig, plates rails for rail and tramways, scrap, sheet, tubing cased with brass wire, wire galvanized, wire netting of all kinds, and wrought iron tubes and pipes under 6 in. internal diameter.

FREE LIST—*Continued,*

- Irons, hatters', Italian, smoothing, cloth manu-  
 facturers' and tailors'.  
 Ironmongery—minor articles of—not enumerated.  
 Italian cloth lining.  
 Ivory.  
 Jute.  
 Knife sharpeners and powder.  
 Knitting machines.  
 Knives—leather machine, putty, shoemakers', hay  
 and saddlers', chaffcutting.  
 Laces, other than leather.  
 Latches and locks—all kinds of  
 Lead ore, pig and scrap.  
 Leather—patent, enamelled, kid, hogskins Levant,  
 Morocco and imitations thereof.  
 Lime juice in bulk.  
 Linen goods in the piece.  
 Linseed.  
 Lint.  
 Lithographic stones.  
 Machinery for carding, spinning, weaving and fin-  
 ishing manufactures of fibrous material & cards  
 for such machinery, machinery used in the manu-  
 facture of paper and for felting (including wire  
 cloths and felts) roller machinery and machinery  
 connected therewith not enumerated for flour  
 milling purposes, printing presses and machines,  
 Lathes over 3½ tons weight, drilling machines  
 over 2½ tons weight, planing machines over 6  
 tons weight, punching machines over 7 tons  
 weight, shearing machines over 7 tons weight,  
 platebending machines over 5 tons weight, slott-  
 ing machines over 4 tons weight, shaping  
 machines over 2½ tons weight, bookbinding  
 machines and ruling machines (except engines  
 and shafting).  
 Magnets.  
 Maizena.  
 Maps.  
 Measuring tapes.  
 Metal toe caps, heel plates and boot protector.  
 Mill silk.  
 Mill stones.  
 Mops.  
 Mortice-lock furniture and finger-plates.  
 Muntz metal.  
 Music.  
 Myrobolans.  
 Natural history cards.  
 Needles—all kinds of.  
 Nets—fishing,  
 Newspapers, printed.  
 Nuts, viz., cocoanuts.  
 Oakum and junk.  
 Oil, cocoanut, cod (bulk) palm, seal, whale and  
 black shale.  
 Oil of rhodium.  
 Oil baize.  
 Oil cake.  
 Oil, silk.  
 Ores.  
 Osiers.  
 Paint boxes, toy.  
 Paintings and engravings.  
 Paper—blotting, copying, felt, marble, albumen-  
 ized, tracing, coloured surface, gelatine, flint,  
 glazed, morocco, striped, plaid, printing and  
 writing (except faint lines).  
 Paper fasteners.  
 Patent groats.  
 Patent roller composition.  
 Pea flour.  
 Pearl ash.  
 Pearl and patent barley.  
 Pens and penholders (not fancy).  
 Pencils, carpenters' and slate.  
 Penelope canvas.  
 Phosphorus.  
 Picture cards, school.  
 Picture frame mouldings (except gold and solid  
 polished wood).  
 Pins.  
 Pitch tar and resin.  
 Plants and trees.  
 Platinum or porcelain chemical apparatus.  
 Potash, Canadian.  
 Precious stones (unset).  
 Putty.  
 Quicksilver.  
 Rabbit traps.  
 Raddle.  
 Rattans.  
 Rice (imported into any bonded warehouse and  
 manufactured into starch therein).  
 Rice offal.  
 Rivets, steel, iron or galvanized.  
 Russian bolt rope yarn.  
 Saddlers' bindings and ironmongery.  
 Sago.  
 Salt rock.  
 Saltpetre.  
 Sash fasteners and lifts.  
 Scales, balances and weights not enumerated.  
 Scientific, surgical and optical instruments.  
 Scythes and scythe handles.  
 Seeds, grass.  
 Sensitised paper.  
 Sewing machines and slabs.  
 Sewing twine and silk.  
 Shaft tips.  
 Shale.  
 Shears.  
 Sheep ear labels.  
 Sheep dip and wash.  
 Shellac.  
 Shoemakers' nails, viz., sparrow-bills, wrought  
 and cast tips, bright and black mal. hobs,  
 wrought hobs, nuggets, hungarians, cut springs,  
 steel bills, tingles, iron and brass rivets.  
 Shoe pegs and peg wood.  
 Shovels and spades.  
 Sickles.  
 Silk fags.  
 Slates, school.  
 Slot irons for carriage building,  
 Sock lining.  
 Soda ash, caustic, nitrate, silicate.  
 Specimens of natural history.  
 Spirit levels.  
 Split pease.  
 Springs, door, sofa and chair.  
 Stay busks.  
 Steel bar, rod, sheet, fencing wire, standards and  
 droppers and steel cranks and tires, in the  
 rough, for railways and tramways.  
 Strychnine.  
 Stump and finger joints.  
 Sumach and Valonia.



## Trade and Commerce.

### FREE LIST—Continued.

Surveyors' chains.	Type.
Sulphate of copper.	Umbrella and parasol parts (except covers).
Tallow.	Upholsterers' trimmings.
Tanks, iron, except galvanized corrugated.	Vegetable wax.
Tapes.	Veneers, wood.
Tapioca.	Waterproof materials in which india-rubber or gutta percha is used in the manufacture.
Tartaric acid.	Washers, raw hide.
Telephones.	Webbing.
Timber—ash in the rough, balks, logs, sleepers (railway) square, over 4 in. thick, trenails and spokes, in the rough, clear pine, in the rough (irrespective of sizes), sawn hickory, sawn black-wood, and staves in the rough.	Whipsockets.
Tin-block, ingot, sheet, plates and tin-plates decorated.	Window lines, patent.
Tin-foil.	Wire of all kinds, except gold, silver and plated.
Tools, not otherwise enumerated.	Wooden hoops for casks.
Transfers and album scraps.	Wool, mending.
Tubing metal (except iron).	Wool, washed and greasy.
	Works of art : chromo and oleographs.
	Yarn—Angora, wool, and cotton, mending.
	Yarn—combed, not being fingerings.
	Zinc ingot, perforated and sheet.

On imported goods not included in the foregoing schedule, an *ad valorem* duty of ten per centum.

## WESTERN AUSTRALIA.

*Import Duties. (51 Vict., No. 23.) With subsequent amendments.*

		£	s.	d.
Animals, living:—				
Horses	each.	1	0	0
Horned cattle, for slaughter	do	1	10	0
Sheep, for slaughter	do	0	2	6
Figs	do	0	4	0
Arrowroot	lb.	0	0	1
Bacon, smoked or dried, and in pickle or brine, hams, and tongues	lb	0	0	3
Beef and pork, in pickle or brine, and fresh meat	lb.	0	0	1
Beer, cider, and perry	gallon.	0	1	0
Biscuits	lb.	0	0	1
Bran and pollard	ton.	1	0	0
Butter, butterine, and like substances	lb.	0	0	2
Candles	lb.	0	0	2
Cement	barrel.	0	2	0
Cheese	lb.	0	0	3
Cigars, cigarettes, and snuff	lb.	0	5	0
Cocoa, chocolate, preparations of cocoa and chocolate, chicory, coffee, roast or ground	lb.	0	0	3
Coffee, raw	lb.	0	0	2
Confectionery	lb.	0	0	4
Corn:—				
Oats	bush. (40 lbs.)	0	0	4
Wheat	do (60 lbs.)	0	0	6
Barley	do (50 lbs.)	0	0	4
Maize and gram	do (60 lbs.)	0	0	6
Dates	lb.	0	0	1
Flour	ton (2,000 lbs.)	1	0	0
Fruit, dried	lb.	0	0	3
Galvanized iron, corrugated sheet	ton.	2	0	0
Ginger	lb.	0	0	3
Hay and chaff	ton.	1	0	0
Hops	lb.	0	0	4
Iron and steel wire, standards and staples, for fencing	ton.	0	10	0
Iron gates, hurdles, and wrought bars for fencing	cwt.	0	1	0
Lard	lb.	0	0	2
Lead, sheet, pig, and piping	cwt.	0	2	6
Malt	bushel.	0	2	0
Methylated spirit and other spirits rendered unfit for human consumption	gallon.	0	1	0
Oatmeal	ton.	1	10	0
Oil, fish and vegetable, except salad in bottles	gallon.	0	0	6
Oils, mineral and turpentine	gallon.	0	0	6
Onions	ton.	1	0	0
Ore bags	dozen.	0	0	3
Peel, candied	lb.	0	0	3
Pepper	lb.	0	0	3
Potatoes	ton.	1	0	0
Powder, gun and sporting	lb.	0	0	4
Powder, blasting	lb.	0	0	1
Rice	cwt.	0	2	0
Sacks, corn and flour, bran and gunny bags	doz.	0	0	6
Sago, tapioca, and corn flour	lb.	0	0	1
Salt, except rock	ton.	1	0	0
Shot	cwt.	0	5	0
Soap, not toilet	cwt.	0	3	0
Soda, crystal	cwt.	0	2	0
Solder	lb.	0	10	0
Spices	lb.	0	0	3
Spirits, cordials, or strong waters (not being perfumed or medicinal spirits, to be use as medicine or perfumery only)	imperial proof gallon	0	15	0
Spirits of wine, rectified, not for medicinal purposes	gallon.	1	0	0
Sugar, molasses, treacle, and golden syrup	cwt.	0	4	0
Tea	lb.	0	0	4
Tobacco, manufactured	lb.	0	3	0
Tobacco, unmanufactured	lb.	0	2	0
Tobacco for sheepwash	lb.	0	0	3
Vinegar	gallon.	0	0	6
Wine, sparkling	gallon.	0	7	6
Wine, except sparkling	gallon.	0	5	0
Wool bales	each.	0	0	4

## Trade and Commerce.

On the undermentioned goods, &c., a duty of 20 per cent *ad val.*:—

Aerated and mineral waters; boats; carriages, carts, and wagons; cordials, not spirituous; doors, window sashes, and frames; furniture; harness and saddlery; jewellery, electro, nickel and other plated ware, and precious stones; mantelpieces; in marble and stone (wrought); perfumery; soap, perfumed (toilet and fancy); timber, worked, arched, worked, archtraves, boards, planed, tongued or grooved, laths, mouldings, palings, and skirtings; tinware.

On the undermentioned goods, &c., a duty of 5 per cent *ad val.*:—

Anchors; blocks; boilers (land and marine); boiler tubes; bottles, empty; bottling wire; brass, sheet or rolled; brewery and distilling plant; cables and chains; canvas; copper, rod, sheet, and wire; cordage, rope, and twine (including galvanized wire rope); disinfectants; diving apparatus; earth closets; engine packing; felt sheathing; filters; forges, anvils, and bellows; gas and iron water pipes; harness mountings and furniture; hose (canvas, india-rubber, and leather); housings, saddlers'; iron wire netting; kid-skins, mock kid-skins, patent leather, Levant leather, Morocco leather, seal-skins, French calf-skins, roans, and satin hides; leather, American patent (not being oil baize); machinery for separating cream; machinery (agricultural), including ploughs, harrows, scarifiers, rollers, horse-rakes (parts of), reaping, winnowing, thrashing and mowing machines, machines for sowing seed by horsepower, moulding-boards, plough-shares, horse-powers, and chaff-cutters; machinery for crushing quartz; mill stones, and machinery for flour mills; oakum; patent materials for wool scouring; printing presses and type; pitch; resin; shoemakers' grindery; smelting material and plant; spars; staves and hoops for casks; steam engines and parts of; tin (block, plate and foil); weighbridges; wire cloth for quartz crushing machinery; work for patent slips and docks; zinc, sheet and plain.

On all goods, &c., not elsewhere specified, a duty of 12½ per cent *ad val.*

### *Goods Free of Duty.*

Animals, live (except horses, horned cattle, pigs, and sheep, except as named in the First Schedule); band instruments for Volunteer force; bells, musical instruments, and parts of, for places of worship; bone and other manures, including all fertilizers and substances to be used in the preparation of artificial manures; books, printed, not being account, including music and charts; coal, coke, and patent fuel; cod oil in bulk; coloured glass for church windows; fire engines; hides, raw; ice; immigrants' tools and instruments of trade, not exceeding 10*l.* in value per immigrant; iron and steel, unworked, bar, sheet, rod, plate, and hoop; iron, pig; iron, galvanized sheet plain; machinery for boring for water, coal, and other minerals; metal sheathing; outside packages in which goods are ordinarily imported, and which are of no commercial value except as covering for goods; paper, for printing purposes; paraffin wax, paraffine scale and stearine; personal baggage (not including vehicles, glassware, chinaware, silver and gold plate and plated goods, and furniture, other than cabin furniture), imported with and by passengers immigrants, and travellers, *bona fide* for their own personal use and not for the purpose of sale; plants, seeds, and bulbs; provisions and stores, military or naval, required for H. M. Service; rails and fastenings for railways and tramways; rock salt; specie, bullion, and coin; soda-ash and nitrate of potash; stones imported by municipalities for flagging; sulphur; surgical, scientific, and optical instruments; uniforms and appointments, military naval and civil, imported by officers stationed in the Colony, for their own purposes.

### *Export Duties.*

Sandalwood, 5*s.* per ton.

Pearl shells, 2*l.* per ton.

Guano, royalty of 13*s.* per ton.

## MAURITIUS.

## TARIFF OF CUSTOMS AND HARBOUR DUES, ETC., OF 1893.

*(As published July, 1893.)*

## CUSTOMS DUES.

IMPORTS <sup>(1)</sup>.*(Ordinances Nos. 5 and 16 of 1886 ; 17 of 1889 ; 21 and 29 of 1890, and 24 of 1892.)*

		Rs.	c.
1	Ale, beer, porter, cider and perry :		
	In casks .....	hectolitre.	7 15
	In bottles, each bottle not to exceed one litre.....	doz. bottles.	1 04
	In bottles, each bottle not to exceed 5 decilitres .....	do	0 52
2	Almonds .....	100 kil.	3 50
3	Anchors and grapnels.....	do	1 50
4	Animals :		
	Dogs .....	head.	5 50
	Asses, horses, mules.....	do	0 50
	Cattle or oxen .....	do	0 20
	Other live stock .....	do	0 05
5	Animal charcoal .....	1000 kil.	0 25
6	Arrowroot .....	100 kil.	2 50
7	Asphaltum.....	1000 kil.	1 25
8	Assafetida.....	100 kil.	6 00
9	Bacon.....	do	4 75
10	Bags :		
	Pockets (empty).....	100 pockets.	0 75
	Vacoa and Madagascar straw (empty).....	100 bags.	0 10
	Of all other description (empty).....	do	1 10
11	Bark .....	1000 kil.	10 00
12	Barley .....	100 kil.	0 90
	do pearl .....	do	2 57
13	Beans .....	do	0 90
14	Beef, salted .....	do	2 26
15	Biscuits.....	do	1 00
16	Bitumen.....	1000 kil.	1 25
17	Bran.....	100 kil.	0 70
18	Brassware.....	do	11 00
19	Bread .....	do	0 92
20	Bricks.....	100 bricks.	0 10
21	Brimstone or sulphur, common .....	100 kil.	0 60
	do do refined.....	do	1 20
22	Bunting.....	metre.	0 10
23	Butter .....	100 kil.	4 57
24	Camphor, crude.....	do	8 00
	do refined and in powder.....	do	11 25
25	Candles, parafines.....	do	2 75
	do sperm.....	do	2 75
	do wax.....	do	9 00
	do composition and all other sorts.....	do	2 75
26	Canvas.....	do	3 00
27	Caoutchouc (manufactured).....	do	16 00
28	Caps (percussion) .....	1000 caps.	0 10
29	Capsules (bottling).....	1000 capsules.	1 00
30	Cardamoms, common.....	100 kil.	2 00
	do small .....	do	30 00
31	Cartridges, empty .....	100 cartridges.	0 10
	do loaded .....	do	0 15

(1) Under Ordinance No. 24 of 22nd December, 1892, a surcharge of 10 per cent is leviable on import duties except those on rice, salt fish or dried fish, wheat and wheat flour, lentils, wine in casks, salt beef and salt pork (salt pork does not include hams and bacon. The same to remain in force up to 31st December, 1893, inclusively.

NOTE.—Under Ordinance No. 24 of 22nd December, 1892, the following articles pay the duty mentioned in this tariff for a period of one year, from the 1st January, 1893, viz. : Matches, cigarette paper, indigo, tobacco : manufactured, unmanufactured, cigars and snuff ; shooks, casks : empty, old or new ; castor oil, petroleum oil, ghee, gram, dholl and rice.

# Trade and Commerce.

## IMPORTS—Continued.

		Rs.	c.
32	Casks, empty, old or new	cask.	0 50
33	Cement	100 kil.	0 25
34	Cinnamon	do	2 50
35	Charcoal	do	0 10
36	Cheese	do	4 63
37	Chillies	do	1 00
38	Choorah	do	0 60
39	Cloves	do	4 00
40	Clay, pipe and fire	do	1 50
41	Coals	1000 kil.	0 50
42	Cocoa and chocolate	100 kil.	12 00
43	Cocoanuts	100 cocoanuts.	0 05
44	Coffee	100 kil.	4 52
45	Coir, fibre	do	0 75
	do rope and cordage	do	1 50
	do do (oiled)	do	3 75
46	Coke	1000 kil.	0 50
47	Copper, old	100 kil.	2 60
	do sheets, bars, bolts, nails, etc. (red)	do	8 00
	do do (yellow metal)	do	4 00
48	Copra or poonac	do	0 10
49	Cordage, hemp	do	2 00
50	Corks and bungs	1000 corks and bungs.	0 50
51	Corn flour	100 kil.	4 50
52	Cotton, wool	do	1 75
	wick	do	2 50
	waste	do	1 75
53	Cutch (see Gambier)		
54	Detonators	1000 detonators.	4 00
55	Dholl	100 kil.	1 00
56	Dye wood	1000 kil.	10 00
57	Dynamite	100 kil.	12 00
58	Eggs (fresh or preserved)	1000 eggs.	2 00
59	Felt sheathing	100 sheets.	0 50
60	Fibre, jute, raffa and all other sorts	100 kil.	3 00
61	Firewood	2 cubic metres.	0 15
62	Fish, dried or salted	100 kil.	1 08
	do pickled	do	1 25
63	Fruits, dried (except cocoanuts)	100 kil.	2 00
	do and vegetables (fresh)	package of 50 kil.	0 20
64	Gambier or cutch	100 kil.	2 00
65	Gandia	kilog.	20 00
66	Ghee	100 kil.	10 00
67	Ginger (dry)	do	1 50
68	Glass, window	100 metres.	2 00
	do bottles, empty	100 bottles.	0 10
69	Glue	100 kil.	3 00
70	Gram	do	1 00
71	Grease (cart)	do	1 00
72	Gum, arabic	do	2 00
	do copal	do	8 00
73	Gunpowder, sporting	do	5 00
	do blasting	do	1 00
74	Hams	do	4 75
75	Hay	do	0 10
76	Hemp, undressed	do	2 50
77	Hides, raw and salted	do	3 00
	do tanned	do	4 50
78	Hogs lard	do	3 75
79	Honey	hectol.	2 70
80	Hops	100 kil.	1 50
81	Horns	1000 horns.	0 75
82	Horse hair	100 kil.	5 00
83	India-rubber (manufactured)	do	16 00
84	Indigo	kilog.	1 00
85	Iron, wire netting and galvanized	100 kil.	2 50
	do pig	1,000 kil.	2 00
	do bars, hoop, pipes, wire, nails, galvanized sheets, ridging, chains, etc.	do	7 50
86	Jams	100 kil.	3 00
87	Jellies	do	3 00
88	Lead, sheets, shots and pipes	do	1 25
89	Leather, sole	do	7 50
90	Lemon juice	hectol.	3 00

## IMPORTS—Continued.

		Rs.	c.
91	Lentils .....	100 kil.	0 60
92	Lime .....	do	0 20
93	Lime juice .....	hectol.	3 00
94	Macaroni .....	100 kil.	3 00
95	Mace .....	kilog.	0 50
96	Machinery and apparatus for the manufacture and improvement of sugar, rum or other produce of the colony .....	1000 kil.	1 00
	do when using the crane .....	do	2 00
97	Maize .....	100 kil.	0 70
98	Malt .....	do	1 50
90	Manure of all sorts; and the following substances when imported for the purpose of being used in the preparation of manures or other colonial pro- duce, or as disinfectants, viz. : .....	1000 kil.	0 25
	1 Ammoniacal liquor .....		
	2 Bones, bone dust, bone oil and dissolved bones .....		
	3 Carbolic acid .....		
	4 Chloride of lime .....		
	5 Chloride of manganese .....		
	6 Chloride of soda, solution of soda .....		
	7 Chloride of zinc .....		
	8 Coal and wood soot .....		
	9 Dried muscular flesh and dried blood .....		
	10 Ether .....		
	11 Fish and other substances damaged and condemned by the Customs Sanitary Officers as fit for manure only .....		
	12 Lime, carbonate of lime, sulphate of lime or gypsum, phosphate and superphosphate of lime .....		
	13 Nitrates, silicates and carbonates of potash and soda .....		
	14 Perchloride of iron .....		
	15 Permanganate of potash .....		
	16 Phosphate of soda .....		
	17 Sulphate of iron .....		
	18 Sulphate and muriate of ammonia and other ammoniacal salts .....		
	19 Sulphate of potash .....		
	20 Sulphate of zinc .....		
	21 Sulphuric acid .....		
	22 Urate and sulphurated urine .....		
100	Marmalade .....	100 kil.	3 00
101	Matches, in boxes containing each not more than 100 matches .....	gross.	1 00
	and a proportional duty on boxes containing more than 100 matches .....		
102	Mats and matting .....	100 kil.	2 50
103	Molasses .....	do	1 00
104	Moss .....	do	9 00
105	Mustard (prepared) .....	do	3 00
106	Nuts :		
	Areca .....	do	1 00
	do (boiled) .....	do	4 50
	Gall .....	do	2 25
	Pistachio .....	do	1 00
	Walnuts .....	do	3 25
	All other sorts .....	do	2 00
107	Nutmegs .....	do	3 75
108	Oakum .....	do	3 00
109	Oatmeals .....	do	1 50
110	Oats .....	do	0 90
111	Oils, castor .....	do	3 00
	do gingely, mustard and pistachio .....	do	2 50
	do cocanut (when not imported from the Oil Islands) .....	hectolitre.	1 50
	do olive in cases .....	case not exceeding 12 litres.	0 50
	do neatsfoot .....	hectolitre.	3 50
	do petroleum .....	do	3 00
	do coiza .....	do	2 50
	do linseed .....	do	1 75
	do all other sorts (except perfumed) .....	do	2 50
	do imported from the Oil Islands .....	do	0 06
	do if the proprietors or leasees of the dependencies commonly called the Oil Islands, do not pay into the treasury, the sum of Rs. 4,000 on or before the 15th January in each year, there shall be levied on oil imported from the said Islands .....		0 50
112	Opium, crude .....	kilog.	20 00
	do refined .....	do	40 00
113	Paper, cigarette .....	kilo. (gross weight).	4 00
114	Patent fuel .....	1000 kilog.	0 50

# Trade and Commerce.

## IMPORTS—Continued.

		Rs. c.
115	Peas . . . . .	100 kil. 0 90
116	Pepper, white . . . . .	do 15 00
	do black . . . . .	do 10 00
117	Pitch . . . . .	do 0 50
118	Plaster of Paris . . . . .	do 3 75
119	Pockets (empty) . . . . .	100 pockets. 0 75
120	Pollard . . . . .	100 kil. 0 90
121	Poonac (see Copperah.) . . . . .	
122	Pork, salted . . . . .	do 2 26
123	Rabanas (not exceeding 2 metres each) . . . . .	100 pieces. 1 50
124	Rattans . . . . .	100 kil. 0 50
125	Rice . . . . .	do 1 00
126	Rosin . . . . .	do 0 70
127	Sago . . . . .	do 0 75
128	Salt . . . . .	do 0 10
129	Sand, moulding . . . . .	do 0 75
130	Sausages . . . . .	do 4 75
131	Seeds, aniseed . . . . .	do 2 00
	do coriander . . . . .	do 2 00
	do gingely, linseed, mustard, metty millet, poppy and all others . . . . .	do 0 75
132	Shooks, per bundle containing not more than sufficient to make one barrel, cask or tierçon and a proportional duty on bundles containing more than the above quantity . . . . .	bundle. 0 50
133	Skins, sheep and goat (tanned) . . . . .	100 kil. 6 00
134	Slates for building and paving . . . . .	100 0 10
135	Soap (ordinary not including scented) . . . . .	100 kil. 1 25
136	Soda, caustic . . . . .	do 0 75
137	Solder . . . . .	do 3 50
138	Spirits, plain or compounded, of any strength not exceeding proof according to Sykes's Hydrometer, and a further proportional duty for any greater strength . . . . .	litre. 1 10
139	Starch . . . . .	100 kil. 0 75
140	Steel, unwrought . . . . .	do 2 00
141	Stones, for building and paving . . . . .	100 0 10
142	Straw . . . . .	100 kil. 0 10
143	Sugar, raw . . . . .	do 1 50
	do refined and sugar candy . . . . .	do 4 75
144	Sulphate, iron . . . . .	do 0 50
	do Copper . . . . .	do 1 50
145	Sulphur see brimstone . . . . .	
146	Tallow . . . . .	do 2 00
147	Tamarinds . . . . .	do 0 50
148	Tapioca . . . . .	do 1 50
149	Tar . . . . .	do 0 50
150	Tea . . . . .	kilog. 0 09
151	Tiles . . . . .	100 0 10
152	Tinplates . . . . .	100 kil. 1 25
153	Tin-slabs . . . . .	do 8 00
154	Tobacco, manufactured . . . . .	kilog. 2 25
	do unmanufactured . . . . .	do 1 85
	do unmanufactured, grown and produced in any of the dependencies of Mauritius except Seychelles and Rodrigues . . . . .	kilog. 0 32
	do cigars and snuff . . . . .	do 3 00
155	Tongues . . . . .	100 kil. 4 75
156	Treacle . . . . .	do 1 00
157	Turmeric . . . . .	do 1 50
158	Turpentine . . . . .	hectolitre 2 00
159	Twines, hemp . . . . .	100 kil. 2 25
	do of all other sorts . . . . .	do 1 50
160	Vanilla . . . . .	kilog. 1 50
161	Varnish (all kinds) . . . . .	hectolitre. 5 00
162	Vernicelli . . . . .	100 kil. 3 00
163	Vinegar . . . . .	hectolitre. 1 25
164	Wax, bees . . . . .	100 kil. 6 00
	do sealing and bottling . . . . .	do 2 00
165	Wheat . . . . .	do 0 60
166	Wheat flour . . . . .	do 0 90
167	Wines, in casks . . . . .	hectolitre. 7 65
	do in bottles not to exceed 1 litre . . . . .	doz. bottles. 1 10
	do in bottles not to exceed 5 decilitres . . . . .	do 0 55
168	All goods, wares and merchandise not otherwise charged with duty, and not mentioned above or not specially exempted, shall be liable to an <i>ad valorem</i> duty of 7½ per cent. . . . .	

## EXPORTS.

(Ordinance No. 16 of 1886.)

		Rs.	c.
1	Sugar, the produce of Mauritius (1).....	100 kil.	0 30
2	Goods exported from bond.....	1000 kil.	1 00
3	Goods landed at this Port in transit for other Ports (2).....	do	1 00
4	Goods landed from vessels in distress, and reshipped.....	do	1 00

## SCHEDULE B.

## EXEMPTIONS.

- 1 Ballast, when the same consists of sand or stone.
- 2 Glass bottles, imported full (except fancy bottles or decanters).
- 3 Ice.
- 4 Instruments for regimental bands.
- 5 School materials for the use of free schools.
- 6 Articles imported for the use of His Excellency the Governor.
- 7 Articles of civil, naval, and military uniform, intended for the personal use of the importer.
- 8 Provisions and stores of every description imported or supplied from bond for the use of Her Majesty's sea forces or for the Colonial Government, or, under special authority from the Governor, for the use of ships of war of foreign nations.
- 9 Wearing apparel, baggage, or any instrument intended for professional use, if it be the property of a person coming to the colony, and if it arrive within *three months* before or after the arrival of its proprietor.
- 10 All goods upon which the full amount of duty shall have been paid on their first importation into Mauritius, legally exported hence and afterwards returned : provided such goods shall be returned within *three years* from the date of their exportation, and it be proved, to the satisfaction of the Collector of Customs, that they are the identical goods exported from Mauritius ; and provided the property of such goods continue in the person by whom or on whose account the same were exported.
- 11 Objects and specimens (animal, mineral and vegetable) illustrative of natural history, including live plants and vegetable productions connected with the study of botany.
- 12 Animals and goods (except oil, spirits and tobacco) the produce of any of the dependencies of Mauritius other than Seychelles.
- 13 Books, music, prints, and goods of a similar description.
- 14 Coin and bullion.
- 15 Leeches.
- 16 Seeds intended for agricultural and horticultural purposes.
- 17 Poultry.
- 18 Goods imported into Mauritius by the proper military authorities for the public use of Her Majesty's land forces (*Ord. 9 of 1887*).
- 19 Tobacco grown and produced in the Island of Rodrigues. (*Ord. 34 of 1888*.)

## PROHIBITIONS.

Base or counterfeit coin. (*Act 39 and 40 Vict., Cap. 36, Sec. 152.*)

Articles of foreign manufacture, and any packages of such articles, bearing any names, brands, or marks, being, or purporting to be the names, brands, or marks of manufacturers resident in the United Kingdom. (*Act 39 and 40 Vict. Cap. 36 Sec. 153.*)

Indecent or obscene prints, paintings, books, cards, lithographic or other engravings, or any other indecent or obscene articles. (*Ordinance No. 8 of 1854 art. 12.*)

Infected cattle, sheep, or other animals. (*Ordinance No. 8 of 1854 art. 12.*)

Cast-off clothes. (*Ordinance No. 22 of 1883.*)

Vine plants, affected with any disease or brought from a place beyond the limits of this Island, where any disease of vine-plants is existing or is supposed to exist or may hereafter exist. (*Ord. 14 of 1882 and Procl. No. 9 of 1888.*)

(1) The export duty on sugar has been increased by 2 cents of a rupee per 100 kilos, from 1st January 1890. (*Ord. No. 14 of 1889.*)

(2) By decision of His Excellency the Lieutenant-Governor in Executive Council, dated 6th January, 1893, export duty is no longer charged on goods in transit for other ports when transhipped direct from vessel to vessel without being landed. (*Customs, 7th January, 1893.*)



## Trade and Commerce.

### RESTRICTIONS.

Foreign reprints of copyright works are admitted under Her Majesty's Order in Council, dated 1st April, 1853, but they are liable to a poundage of 20 per cent upon their estimated value. (*Ordinance No. 24 of 1851.*)

The shell of the "tortue de mer" or "green turtle" known as "kahouane" and turtle oil, cannot be landed, removed, or imported into Mauritius from any of its dependencies, except in virtue of a special permit issued by the Collector of Customs in Mauritius. (*Ordinance No. 21 of 1871.*)

*NOTE.—If any goods are imported or brought into Mauritius contrary to any of the prohibitions or restrictions mentioned in the above tables, the same will be forfeited.*

All goods landed by sufferance and by bills of sight are liable to the above charges for rent from the date of their being lodged in the Queen's warehouse.

## NATAL CUSTOMS TARIFF.

(As published June, 1893.)

CUSTOMS DUTIES AND CHARGES UNDER LAWS 4, 1886, 1, 1889, 19, 1890, 4, 1891,  
9, 1892, AND 4, 1893.

## SCHEDULE A.

		£	s.	d.
Ale, beer and cider.....	gal.	0	0	9
Bacon, hams and lard.....	lb.	0	0	2
Beads.....	lb.	0	0	2
Blankets and sheets, cotton, the single article, in pairs, or in the piece..... every £100 value.		15	0	0
Blankets and rugs, woollen or manufactures of wool and cotton, commonly used as woollen blankets or rugs, the single article, in pairs or in the piece..... every £100 value.		15	0	0
Butter, butterine or other substances imported as butter.....	lb.	0	0	3
Candles.....	lb.	0	0	1
Cement, Portland or Roman, per cask, not exceeding 400 lbs.....	cask.	0	2	0
Cheese.....	lb.	0	0	2
Chicory.....	100 lbs.	0	5	0
Matches, in boxes or other packages, each containing not more than 100 matches the gross of boxes		0	1	0
Mealies and mealie meal.....	cwt.	0	1	6
Jams.....	lb.	0	0	2
Coats or jackets made of blanketing or baize..... every £100 value		15	0	0
Cocoa, confectionery, jellies, bottled, tinned and dried fruits, preserved and pressed vegetables, pickles, sauces, salted and preserved meats, and potted and tinned fish.....	lb. or pint	0	0	2
Coke, and patent fuel.....	ton	0	3	0
Coffee.....	lb.	0	0	0½
Guns, and gun barrels.....	each barrel	1	0	0
Gunpowder.....	lb.	0	0	6
Paraffine oil, and raw and boiled linseed oil.....	gall.	0	0	3
Other oils, imported in vessels containing not less than half a gallon (chemical, essential and perfumed oils excepted).....	gall.	0	0	6
Pistols, pistol barrels, or set of barrels.....	each	0	5	0
Picks and hoes (called Kafir picks and hoes).....	do	0	0	6
Rice.....	cwt.	0	1	0
Saccharine.....	do	0	3	6
Shawls.....	£100 value	15	0	0
Spirits of all sorts, not sweetened, not exceeding the strength of proof by Sykes's hydrometer, and so in proportion for any greater strength.....	gall.	0	9	0
Spirits (sweetened or perfumed), liqueurs and cordials.....	do	0	9	0
Sugar (unrefined).....	cwt.	0	3	6
do (refined).....	lb.	0	0	1
Tea.....	lb.	0	0	6
Tobacco (not manufactured).....	lb.	0	0	6
do (manufactured).....	lb.	0	2	0
do (cigars).....	lb.	0	4	0
Wines, other than Pontac, claret and sparkling wines.....	gall.	0	4	0
Wines, sparkling.....	do	0	5	0
do Pontac.....	do	0	2	0
do claret.....	do	0	1	6
Goods, wares and merchandise, not otherwise charged with duty, not prohibited to be imported, and not exempted from duty by schedule B of this law..... every £100 value		5	0	0

UNDER ORDINANCE No. 14 OF 1856.

Reprints of British copyright works may be imported at a duty of 20 per cent *ad valorem*.

# Trade and Commerce.

## SCHEDULE B.

### FREE LIST UNDER LAW 4, 1886.

Steel plates.	Wire rope.
Plates of iron and steel combined.	Windmills.
Block tin and ingot tin.	Materials for use in construction of railways and tramways, such material to mean as follows: rails, sleepers, fastenings for rails or sleepers, iron girders, iron bridgework, culvert tops, locomotives, tenders, ballast trucks, goods wagons, railway carriages, engine water tanks, turn tables, and railway signals.
Brass in bars.	
Copper in pigs, bars and ingots.	
Sheep dip.	
Paper for newspaper printing, and book printing purposes.	
Printing types and machinery.	
Yellow metal sheathing nails.	

### FREE LIST UNDER LAW 1, 1889, 9, 1892, and 4, 1893.

Sugar pockets, grain bags, sheet iron (not corrugated), iron and steel in bars, pig or ingot steel, copper in sheets, including metal sheathing for ships, sheet tin, tea lead, and wool packs.

### FREE LIST UNDER LAW 19, 1890.

Articles from the Government of any foreign country or place for the official use of the Consulate of such foreign country or place (provided that a similar privilege, in respect of similar articles is accorded by the laws and customs of such foreign country or place to Her Majesty's Consulate therein.)	Uniforms and appointments imported by and for the use of any Officers of Her Majesty's Civil, Military or Naval Service, serving on full pay in this colony; or for any Militia or Volunteer Forces in this colony.
Animals, living.	Provisions and stores, and all articles of every description imported for the use of Her Majesty's Land and Sea Forces, or for the Colonial Government: Provided the duty otherwise payable thereon would be paid or borne by the Treasury of the United Kingdom or the Government of this colony.
Bones and horns of animals.	Wines and spirits imported or taken out of bond for the use of the Governor, and for the use of Her Majesty's Military Officers, serving on full pay in this colony; and also for the use of the officers of Her Majesty's Navy on full pay, and serving on board any of Her Majesty's ships; subject, however, to such regulations as the Collector of Customs shall think fit to make: Provided, however, that if any such wines or spirits so imported shall be subsequently sold in this colony; except for the use or consumption of any of the officers aforesaid, the same shall, unless duty be first paid thereon, be forfeited.
Books and music, printed; maps and charts.	Wool.
Coin and bullion.	
Fencing wire, iron standards, and all materials intended to be used solely for the purposes of wire fencing.	
Fresh fruit and vegetables, plants, seeds, bulbs, and specimens illustrative of natural history.	
Guano and other manures.	
Gums of all descriptions.	
Hides and skins of animals, raw and undressed.	
Ice.	
India-rubber, unmanufactured.	
Ivory.	
Machinery, or component parts of machinery, to be driven by steam, water, or animal power.	
Ores and minerals, crude, and pig iron.	

### FREE LIST UNDER LAWS 4, 1889, AND 9, 1890.

All goods, articles, and things of every description imported for the use of the Government of the Orange Free State. All goods, articles, and things of every description imported for the use of the Government of the South African Republic:

Provided that when any exemption is claimed under the provisions of this law a declaration shall be made on behalf of the Government for whose use the goods, articles or things are imported, that the same are intended for the sole and exclusive use of such Government, and not for sale.

### FREE LIST UNDER LAW 40, 1887.

From and after the commencement of this law, no customs duty, or registration, or other charge shall be leviable under the provisions of the "Customs duties and transit dues law, 1886," or any other law, upon any tobacco imported into this colony over the borders thereof, being the produce of any of the following countries, that is to say: The Orange Free State, the South African Republic, and any part of Zululand.

UNDER LAW 15, 1887, AND LAW, 6, 1888, AND 4, 1893.

Upon the certificate of the Senior Commissariat Officer that goods were purchased for Her Majesty's forces, Collector of Customs may refund the duty, tug, and wharf dues, to the Officer representing Her Majesty's Secretary of State for War.

Upon the certificate of the Senior Commissariat Officer that wines and spirits purchased in Natal are for the use of officers of Her Majesty's forces on full pay, duty and tug dues may be refunded to the supplier.

Upon the application and certificate of the Private Secretary to the Governor of all customs duties and tug dues paid upon any wines and spirits which may be purchased in Natal for the use of the Governor or officer administering the Government of Natal.

SCHEDULE C.

Under Law 4, 1886.

REGISTRATION OF CHARGES ON FREE GOODS.

On all goods imported or described in schedule B, except provisions and stores for Her Majesty's forces by land and sea, or the property of and imported by the Government of this colony.

Per ton .....	£.	s.	d.
Or per package.....	0	2	0
	0	0	6

NOTE.—Under laws 4, 1889, and 9, 1890, goods, articles and things declared to be imported for the sale and exclusive use of the Governments of the Orange Free State, and the South African Republic, are exempted from payment of registration charges.

SCHEDULE D.

(Under Law 4, 1886.)

ARTICLES PROHIBITED TO BE IMPORTED.

Books, drawings, paintings, prints or photographs of an immoral or indecent character.  
Coin, base or counterfeit.

Articles of foreign manufacture bearing the name, marks, or brands of manufacturers resident in the United Kingdom. (*Imp. Act 16 and 17 Vict., cap. 107.*)

SCHEDULE E.

(Under Law 4, 1886, and 4, 1891.)

TRANSIT DUES.

Schedule of goods which may be removed from any bonding warehouse, under the provisions of this law, for conveyance beyond the borders of the colony, on payment of transit dues upon such goods at the rates herein specified :

GOODS.	Transit dues.		
	£.	s.	D.
Spirits: all sorts, sweetened or perfumed, or otherwise, liqueurs and cordials, except Holland gin.....	gallon	0	0 6
Holland gin.....	do	0	0 3
Tea.....	lb.	0	0 3
Manufactured tobacco and cigars.....	lb.	0	0 6
Wines.....	gallon	0	0 6
Blankets and rugs, cotton and woollen, and cotton sheets, the single article, in pairs or in piece.....	£100 value	3	0 0
Beer, ale, and stout, in the wood.....	gallon.	0	0 3
Cocoa, confectionery, jellies, bottled, tinned and dried fruits, preserved and pressed vegetables, pickles, sauces, salted and preserved meats, and potted and tinned fish.....	lb. or pt.	0	0 1
Matches, in boxes or other packages, each containing not more than 100 matches. gross of boxes.....	gross of boxes	0	0 2
Picks and hoes (called Kafir picks and hoes).....	each	0	0 2
Guns, of an original value in Europe: double-barrel, £3, single-barrel, £2 or upwards.....	barrel	0	2 6
Pistols, of an original value in Europe of £3 or upwards.....	do	0	2 6
Shawls.....	£100 value	3	0 0

## Trade and Commerce.

Section 6 of law No. 19, 1890, provides that : Whenever it shall appear advisable to the Governor in Council that the customs duty levied upon raw materials, refined sugar or cocoa-nut oil, used in any industry in this colony, might be refunded, it shall be lawful for the Governor in Council to make to the manufacturer a refund of the whole or of any portion of such duty as may have been paid.

Section 5 of law No. 1, 1889, provides that : In case it shall at any time appear to the Governor in Council that the trade of this colony is being or is likely to be, lessened or diverted owing to a rebate being made of the customs duties payable at any port in South Africa, which would have the effect of lowering the duties paid at that port below those payable under this or any other law at the port of Natal, or owing to rates of duty (or transit charges), being charged at any port in South Africa lower than those charged at the port of Natal, it shall be lawful for the Governor in Council to make such refunds or rebates of the customs duties imposed by this or any other law for the time being in force upon goods cleared for use or consumption outside Natal as the interests of the trade of this colony may appear to the Governor in Council to demand : Provided that any alteration made in terms of this clause shall not have effect until after seven days' notice thereof shall have been given in the *Natal Government Gazette* : And provided also, that information as to any action taken under this clause shall be communicated to the Legislative Council at the earliest opportunity during its next session.

### HOME CONSUMPTION DUTY UNDER SECTION 6 OF LAW 4, 1866.

There shall be paid upon every home consumption entry passed under this law, in addition to the customs duties payable thereon, a further charge of two and a half per cent upon the total amount of duty on the goods specified in said entry : Provided, however, that such additional duty shall not apply to, or be payable upon, or in respect of, any goods taken out of bond under the provisions of section 10 of law No. 18, 1866.

### WHARFAGE DUES.

(Under Laws 12, 1875, and 7, 1886.)

Upon all wool or Angora hair, shipped or landed at the Harbour of Port Natal, there shall be payable and be paid the sum of one shilling for and upon every bale thereof.

Upon all goods, articles, matters or things (except wool or Angora hair, and the goods, articles, and things hereinafter exempted) shipped or landed at the said harbour, dues shall be payable and be paid at and after the rate of ten shillings for and for every one hundred pounds of the value thereof.

EXEMPTIONS.—All public stores, naval or military baggage, and personal baggage of passengers ; all ship's stores outwards ; all goods shipped upon which wharfage dues have been paid upon importation ; all products of this colony imported by sea ; all coin and bullion.

### TUG DUES (LAW 6, 1886).

On every bill of entry upon which import duties are payable, a sum of threepence for every £, and proportion of a £ of total amount of duties ; on goods contained in transit list an impost of three pence in every £ on the transit dues ; and on goods free of duty as under ;

Sixpence per ton, or threepence per package, at the option of the collector of customs.

## CAPE OF GOOD HOPE AND THE ORANGE FREE STATE.

(SOUTH AFRICAN CUSTOMS UNION).

*(As published January, 1893.*

In virtue of a Convention, a Customs Union has been entered into by the Colony of the Cape of Good Hope and the Orange Free State.  
This Convention entered in force 1st July, 1889.

*Act to amend the law regulating the imposition of Customs Duties, to provide for the entry by this Colony into a South African Customs Union, and to make provision for the free importation into this Colony of certain articles, and for the equitable distribution of Customs Duties collected on Goods.—(Assented to 7th June, 1889.)*

Be it enacted by the Governor of the Cape of Good Hope, with the advice and consent of the Legislative Council and House of Assembly thereof, as follows :

ART. 1.—This Act shall come into force upon a day to be named by the Governor by proclamation in the *Gazette*, and in such proclamation shall be set forth the names of the colonies, states, or territories constituting a South African Customs Union, and from time to time it shall be lawful for the Governor, by further proclamation in the *Gazette*, to declare the admission to the said union, and from the first day of January or July as the case may be after such proclamation, of any other colony, state or territory in South Africa having a civilized Government; provided, however, that no colony, state or territory, not named in the proclamation giving effect to this Act, shall be deemed to be admitted to the said union until after the expiration of six months from the date of receipt by the Governor of a request from such colony, state or territory asking for a declaration of admission to the said union.

ART. 2.—The Act No. 13, of 1884, intituled an “ Act for altering the duties of Customs in the Colony of the Cape of Good Hope ”; Act No. 22, of 1884, intituled an “ Act for authorizing the Governor to grant a rebate of Customs duty in respect of goods removed overland to certain places beyond the borders of the Colony ”; Act No. 8, of 1886, intituled an “ Act to define Railway Materials for the purposes of the Customs Tariff Amendment Act, 1884 ”; Act No. 18, of 1887, intituled an “ Act to exempt Machinery imported for manufacturing purposes from the liability to Customs Duties ”; Act No. 39, of 1888, commonly called the “ Customs Union Tariff Act, 1888 ”; and so much of any other Act as may be repugnant to or inconsistent with the provisions of this Act, shall be and are hereby repealed.

ART. 3.—On and after the date of the taking effect of this Act there shall be raised, levied, collected and paid upon the goods, wares and merchandise imported or brought into this colony described and set forth in the Schedule A, hereunto annexed, the duties therein set forth, and all such duties shall, on collection, be paid into the Colonial Treasury.

ART. 4.—The goods, wares and merchandise mentioned in the Schedule B, hereunto annexed, shall be admitted into this colony free of customs duty.

ART. 5.—Whenever any goods imported or warehoused on importation into this colony shall be removed overland to any colony, state or territory outside the Customs Union, it shall be lawful for the Governor to grant a rebate of the customs duties payable on the said goods, provided, however, that no such rebate shall be granted until after notice thereof shall have been in the *Gazette*.

ART. 6.—Whenever any goods imported or warehoused on importation into this colony shall be removed overland to and for consumption in any colony, state or territory within the Customs Union, there shall be payable to the Government of such colony, state or territory three-fourths of the Customs Union duties collected under this Act on the said goods.

ART. 7.—The Governor may make and alter, by notice published in the *Gazette*, regulations for the removal and conveyance to and across the borders of the colony, of the goods referred to in this Act, for the rebate of duties, and for the payment to any other colony, state or territory, of its share of the customs duties collected by the officers of this colony.

ART. 8.—Any person who shall contravene any regulation made and published, as in the preceding section mentioned, shall be liable to a fine not exceeding three hundred pounds sterling, and in default of payment, to imprisonment, with or without hard labour, for any period not exceeding twelve months, or to both such fine and such imprisonment; and all goods removed in contravention of any such regulation, and all vehicles and animals made use of in the removal of such goods, shall become liable to be forfeited to the Colonial Treasury.

ART. 9.—Under such regulations as may be prescribed by the Governor in that behalf, a rebate of customs duty may be allowed to wholesale consumers of sugars, for the manufacture of jams, preserves and confectionery: Provided that no premises, on which the brewing of beer or distillation of spirits is carried on, shall be licensed for the manufacturing of jams, preserves and confectionery.

ART. 10.—This Act may be cited as the “ Customs Union Tariff Act, 1889.”

# Trade and Commerce.

## SCHEDULE A.

		£	s.	d.
1	Ale and beer	Imp. gall.	0	1 3
2	Agricultural implements (Kafir hoes and picks excepted)	£ 100	10	0 0
3	Axles, bushes, springs and lamps for carts, carriages, and other wheeled vehicles	£ 100	10	0 0
4	Bacon and hams	lb.	0	0 2
5	Bags for flour, grain, coal and wool	£ 100	5	0 0
6	Beads	lb.	0	0 2
7	Butter	do	0	0 3
8	Candles	do	0	0 2½
9	Carriages, carts, wagons and other wheeled vehicles, including wheelbarrows.	£ 100	20	0 0
10	Cement	400 lbs.	0	2 0
11	Cheese	lb.	0	0 3
12	Chicory	100 lbs.	0	16 8
13	Cider	Imp. gall.	0	1 0
14	Coals, coke, and patent fuel	ton.	0	2 0
15	Cocoa and chocolate	100 lbs.	0	16 8
16	Coffee	do	0	12 6
17	Confectionery: jams, jellies, bottled and tinned fruits and manufactured sweets not being medicated or properly classed as apothecaryware, but including sweetmeats of all sorts, and other articles with which sugar is largely compounded for preserving purposes.	100 lbs.	0	16 8
18	Corks and bungs	£ 100	10	0 0
19	Corn and grain, of all kinds	100 lbs.	0	2 0
20	Dynamite	lb.	0	0 3
21	Dates	do	0	0 2
22	Fish, preserved or pressed, in pots, bottles, tins, or wood	do	0	0 2
23	Fruits, dried	do	0	0 2
24	Flour, wheaten, or wheaten meal	100 lbs.	0	5 0
25	Ginger, dry, chow-chow and other similar preserves	lb.	0	0 3
26	Gunpowder	do	0	0 6
27	Guns and gun barrels	barrel.	1	0 0
28	Hops	£ 100	10	0 0
29	Iron, bar, bolt and rod	do	10	0 0
30	Lard	100 lbs.	0	12 6
31	Marble	£ 100	10	0 0
32	Matches, viz.:			
	Wooden, in boxes or other packages containing not more than 100 matches.	gross.	0	2 0
	do in boxes or other packages, containing more than 100 and not more than 200 matches	do	0	4 0
	Wax, vestas and fusees, in boxes or other packages, containing up to 50 vestas or fusees	do	0	2 0
	Wax, in boxes or other packages containing up to 100 vestas or fusees. (And at the same rate for every additional 50 vestas or fusees).	do	0	4 0
33	Meats, salt and preserved, in tins, cases, or otherwise	lb.	0	0 2
34	Metal, composition and sheathing	£ 100	10	0 0
35	Mules	each.	1	0 0
36	Oils of all descriptions, other than chemical, essential and perfumed	Imp. gall.	0	1 0
	Oils, chemical, essential and perfumed	£ 100	15	0 0
37	Paddy (known in Natal as coolie rice)	100 lbs.	0	1 6
38	Pistols or pistol barrels	each.	0	5 0
39	Picks and hoes (Kafir)	do	0	0 6
40	Pickles and sauces	lb.	0	0 2
41	Rice	100 lbs.	0	3 6
42	Rosin	£ 100	10	0 0
43	Rock salt	ton.	0	2 0
	Salt, all other description	do	0	5 0
44	Soap, common, brown, blue, yellow, or mottled	100 lbs.	0	4 2
45	Soda caustic	£ 100	10	0 0
46	Spirits, of all sorts, not exceeding the strength of proof by Sykes's hydrometer, and so on in proportion for any greater strength.	Imp. gall.	0	10 6
	do sweetened or perfumed, liqueurs and cordials	do	0	10 6
	do distilled from the produce of any colony, state or territory in the Union (other than spirits distilled from the produce of vines grown in any colony, state or territory in the Union) and imported from one colony, state or territory in the Union into another colony, state or territory in the Union, not exceeding the strength of proof by Sykes's hydrometer, and so on in proportion for any greater strength.	Imp. gall.	0	2 0
47	Sugar, of all sorts (including molasses and concrete)	100 lbs.	0	6 3
48	Staves	£ 100	5	0 0
49	Tallow	100 lbs.	0	4 2
50	Tamarinds	lb.	0	0 2
51	Tea	do	0	0 8
52	Tin, viz. : plate or sheet	£ 100	5	0 0

## SCHEDULE A.—Continued.

		£	s.	d.
53 Tobacco, not manufactured.....	lb.	0	1	0
do manufactured (not cigars or snuff).....	do	0	2	0
Cigars.....	do	0	4	0
	and for every £ 100	10	0	0
Cigarettes.....	lb. gross.	0	2	0
Snuff.....	lb.	0	4	0
54 Turmeric.....	do	0	0	3
55 Turpentine.....	gallon.	0	1	0
56 Varnish.....	do	0	1	0
57 Vegetables, preserved or pressed, in pots, bottles, tins, or wood.....	lb.	0	0	2
58 Vinegar.....	gallon.	0	0	6
59 Wine in bottles each of not greater content than 6 to the Imperial gallon..	doz. bottles.	0	12	0
do in bottles each of not greater content than 12 to the Imperial gallon..	do	0	6	0
do in other bottles or in wood.....	Imp. gall.	0	6	0
60 Wood, unmanufactured, other than teak.....	lb. foot.	0	0	2
Wood, other than teak, planed or grooved.....	do	0	0	3
Teak.....	do	0	0	4
61 Goods not above enumerated or described, not otherwise charged with duty, and not prohibited to be imported or used in any state, colony or territory of the Customs Union.....	£ 100	12	0	0

## SCHEDULE B.—Free.

- 62 All raw produce of South Africa imported overland.
- 63 All goods grown, produced or manufactured within the Customs Union, imported overland, excepting flour manufactured from other than South African wheat and excepting spirits upon which the duty of two shillings per Imperial gallon is imposed by the above tariff.
- 64 All articles of military, naval, or volunteer uniforms or appointments imported for the use of Her Majesty's Imperial or Colonial forces, or forces of the States belonging to the Customs Union.
- 65 Animals, living (excepting mules).
- 66 Anchors and chain cables for ships' use.
- 67 Bones.
- 68 Bottles of common glass imported full of wine, beer, or other liquid liable to Customs duty.
- 69 Books, printed, not being foreign reprints of British or South African copyright works.
- 70 Bullion or coin.
- 71 Carriages, carts, wagons, and other wheeled vehicles, the manufacture of South Africa, imported overland.
- 72 Cotton in its raw state.
- 73 Diamonds or other gems in their rough state.
- 74 Feathers, ostrich, undressed.
- 75 Fencing wire, iron standards, and all other materials intended to be used solely for the purpose of wire fencing.
- 76 Fish not specially rated.
- 77 Flowers of sulphur.
- 78 Fruit, green, including cocoanuts.
- 79 Guano and other manures.
- 80 \*Hair, viz., angora.
- 81 \*Hides, ox and cow.
- 82 \*Horns, ox and cow.
- 83 \*Horns, wild animals.
- 84 Ice.
- 85 \*Ivory.
- 86 Machinery and the component parts thereof, viz., for agriculture, mining, sawing, or manufacturing purposes.
- 87 Maps and charts.
- 88 Materials, for use in construction of railways or tramways: such materials to mean as follows: rails, sleepers, fastenings for rails or sleepers, iron girders, iron bridge work, culvert tops, locomotives, tenders, ballast trucks, goods wagons, railway carriages, engine water tanks, turn tables, and railway signals.
- 89 Materials for use in construction of telegraph lines.
- 90 Paper for newspaper and book printing purposes.

\* Not manufactured, but in the raw state.



# Trade and Commerce.

## SCHEDULE B.—Continued.

- 91 Photographs.
- 92 Pig iron.
- 93 Printers' and bookbinders' materials.
- 94 Provisions or other stores for the regular forces in the service of Her Britannic Majesty, and the states belonging to the Customs Union.
- 95 Seeds, bulbs or plants (garden).
- 96 Sheep dip.
- 97 \*Skins, viz. : goat.
- 98 \* do seal.
- 99 \* do sheep.
- 100 \* do wild animals.
- 101 Specimens illustrative of natural history.
- 102 Tobacco, the produce of South Africa, imported overland.
- 103 Wine, imported or taken out of bond for the use of military officers serving on full pay in the regular land and sea forces of Her Britannic Majesty, and the states belonging to the Customs Union, and also for the use of officers of Her Majesty's navy serving on board any of Her Britannic Majesty's ships: subject, however, to such regulations as may be made, and provided that if any such wines shall be subsequently sold, except for the use and consumption of any of such officers serving as aforesaid, the same shall be forfeited and liable to seizure accordingly.
- 104 \*Wool, viz. : sheep s.

### GOVERNMENT NOTICE.—No. 451, 1891.

(Treasury, Cape Town, Cape of Good Hope, 29th June, 1891.)

Under and by the virtue of section 5 of the Customs Union Tariff of 1889, His Excellency the Governor has directed it to be notified that, from on and after the 1st July, 1891, Government notice No. 1061 of 1890 shall be cancelled, and rebate, to the extent shown in the schedule hereunto annexed, shall be granted in respect to such articles as are in the said schedule specified, whenever any such article shall be removed overland to any colony, state or territory outside the Customs Union: provided that such articles shall only be removed in accordance with such regulations as the Governor may from time to time prescribe.

#### C. THE SCHEDULE REFERRED TO IN THE ABOVE NOTICE.

No.	ARTICLES.	Rebate to be granted.	Duty, less Rebate to be paid.
		£. s. d.	£. s. d.
1	Agricultural implements (Kafir hoes and picks excepted) . . . every £100 value	5 0 0	5 0 0
2	Ale and beer, in the wood . . . . . Imp. gall.	0 1 0	0 0 3
	do not in wood . . . . . do	0 0 6	0 0 9
3	Axles, bushes, springs and lamps for carts, carriages and other wheeled vehicles. . . . . every £100 value	5 0 0	5 0 0
4	Bags, viz. : grain and wool . . . . . do	5 0 0	nil.
	do sugar pockets . . . . . do	12 0 0	nil.
5	Blankets and rugs, cotton and woollen, the single article, in pairs or in piece. . . . . every £100 value	9 0 0	3 0 0
6	Brass in bars. . . . . do	12 0 0	nil.
7	Candles. . . . . lb.	0 0 1½	0 0 1
8	Carriages, carts, wagons and other wheeled vehicles, including wheelbarrows . . . . . every £100 value	15 0 0	5 0 0
9	Cheese . . . . . lb.	0 0 1	0 0 2
10	Chicory . . . . . 100 lbs.	0 11 8	0 5 0
11	Cider . . . . . Imp. gall.	0 0 3	0 0 9
12	Coals . . . . . ton of 2000 lbs.	0 1 0	0 1 0
13	Cocoa and chocolate . . . . . lb.	0 0 1	0 0 1
14	Coffee . . . . . 100 lbs.	0 8 4	0 4 2
15	Confectionery, including jellies, but not including jams. . . . . lb.	0 0 1	0 0 1
16	Corks and bungs. . . . . every £100 value	5 0 0	5 0 0
17	Copper bars, ingots, pigs and sheets. . . . . do	12 0 0	nil.
18	Corn and grain (not maize). . . . . 100 lbs.	0 1 4	0 0 8

\* Not manufactured but in raw state.

## SCHEDULE C—Continued.

No.	ARTICLES.	Rebate to be granted.			Duty, less Rebate to be paid.		
		£.	s.	d.	£.	s.	d.
19	Cotton sheets (known as Kafir sheets) in pairs, or in the piece, every £100 value	9	0	0	3	0	0
20	Dynamite . . . . . lb.	0	0	2½	0	0	0½
21	Fish, preserved or pressed, in pots, bottles, tins or wood . . . . . do	0	0	1	0	0	1
22	Flour, wheaten or wheaten meal . . . . . 100 lbs.	0	4	4	0	0	8
23	Fruit, dried, bottled or tinned . . . . . lb.	0	0	1	0	0	1
24	Ginger, dry . . . . . do	0	0	2	0	0	1
	do chow-chow and similar preserves . . . . . do	0	0	2	0	0	1
25	Gums of all descriptions . . . . . every £100 value	12	0	0			nil.
26	Hops . . . . . do	5	0	0	5	0	0
27	India-rubber, unmanufactured . . . . . do	12	0	0			nil.
28	Iron, bar, bolt and rod . . . . . do	10	0	0			do
	do sheet (not corrugated) . . . . . do	12	0	0			do
29	Lead (tea) . . . . . do	12	0	0			do
30	Marble . . . . . do	5	0	0	5	0	0
31	Matches, wooden, in boxes or other packages containing not more than 100 matches . . . . . gross of boxes	0	1	10	0	0	2
	Matches, wooden, in boxes containing more than 100 and not more than 200 . . . . . do	0	3	8	0	0	4
	Matches, wax vestas and fuses in boxes or other packages containing up to 50 vestas or fuses . . . . . do	0	1	10	0	0	2
	Matches, wax vestas and fuses, in boxes or other packages containing up to 100 (and at the same rate for every additional 50 vestas or fuses) . . . . . do	0	3	10	0	0	2
32	Mealies or maize . . . . . 100 lbs.	0	0	8	0	1	4
33	Meats, salt and preserved, in tins, cases or otherwise . . . . . lb.	0	0	1	0	0	1
34	Metal, composition and sheathing . . . . . every £100 value	10	0	0			nil.
	Do., yellow nails for sheathing . . . . . do	12	0	0			do
35	Mules . . . . . each	1	0	0			do
36	Oil, paraffine and linseed . . . . . Imp. gall.	0	0	9	0	0	3
	Oil, other than the preceding (not chemical, essential, perfumed) . . . . . do	0	0	6	0	0	6
	Oil, chemical, essential and perfumed . . . . . every £100 value	10	0	0	5	0	0
37	Ores and minerals, crude . . . . . do	12	0	0			nil.
38	Paddy (known in Natal as coolie rice) . . . . . 100 lbs.	0	0	6	0	1	0
39	Pickles and sauces . . . . . lb.	0	0	1	0	0	1
40	Picks and hoes (commonly known as Kafir picks and hoes) . . . . . each	0	0	4	0	0	2
41	Plates of iron and steel combined . . . . . every £100 value	12	0	0			nil.
42	Rice . . . . . 100 lbs.	0	2	6	0	1	0
43	Rosin . . . . . every £100 value	5	0	0	5	0	0
44	Salt . . . . . ton of 2000 lbs.	0	3	6	0	1	6
45	Soap, common, brown, blue, yellow or mottled . . . . . 100 lbs.	0	3	5	0	0	9
46	Soda caustic . . . . . every £100 value	5	0	0	5	0	0
47	Spirits of all sorts (other than Holland gin), not exceeding the strength of proof by Sykes's hydrometer, and so on in proportion for any greater strength . . . . . Imp. gall.	0	10	0	0	0	6
	Spirits commonly known as Holland gin, not exceeding the strength of proof by Sykes's hydrometer, and so on in proportion for any greater strength . . . . . do	0	10	3	0	0	3
	Spirits, sweetened or perfumed, liqueurs and cordials . . . . . do	0	10	0	0	0	6
48	Steel, bars, ingots, pigs, plates . . . . . every £100 value	12	0	0			nil.
49	Sugar, unrefined, including molasses and concrete . . . . . 100 lbs.	0	3	0	0	3	3
50	Tallow . . . . . do	0	2	8	0	1	6
51	Tamarinds . . . . . do	0	16	2	0	0	6
52	Tea . . . . . lb.	0	0	5	0	0	3
53	Tin: block and ingots . . . . . every £100 value	12	0	0			nil.
	do plate or sheet . . . . . do	5	0	0			do
54	Tobacco, not manufactured . . . . . lb.	0	0	6	0	0	6
	do manufactured (not cigars or snuff) . . . . . lb.	0	1	6	0	0	6
	do cigars . . . . . lb.	0	3	6	0	0	6
	do cigarettes . . . . . and every £100 value	10	0	0			nil.
	do snuff . . . . . lb.	0	1	6	0	0	6
	do . . . . . do	0	3	6	0	0	6
55	Turmeric . . . . . 100 lbs.	1	4	0	0	1	0
56	Turpentine . . . . . Imp gal	0	0	10	0	0	2
57	Varnish . . . . . do	0	0	6	0	0	6
58	Vegetables, fresh . . . . . every £100 value	12	0	0			nil.
	do preserved or pressed . . . . . lb.	0	0	1	0	0	1
59	Vinegar . . . . . Imp gal.	0	0	5	0	0	1
60	Wire rope . . . . . every £100 value	12	0	0			nil.

# Trade and Commerce.

## SCHEDULE C—Continued.

Nos.	ARTICLES.	Rebate to be granted.			Duty, less rebate to be paid.		
		£.	s.	d.	£.	s.	d.
61	Wine, in bottles, each of not greater content than 6 to the Imperial gallon . . . . .	0	11	0	0	1	0
	doz. bot.						
	Wine, in bottles, each of not greater content than 12 to the Imperial gallon . . . . .	0	5	6	0	0	6
	do						
	Wine, in other bottles, or in wood . . . . .	0	5	6	0	0	6
	Imp gal.						
62	Wood, unmanufactured, other than teak . . . . .	0	0	2	nil.		
	c ft.						
	do other than teak, planed or grooved . . . . .	0	0	2	0	0	1
	do						
	do teak, unmanufactured . . . . .	0	0	4	nil.		
	do						
63	Goods not being enumerated or described nor otherwise charged with duty in the schedule attached to the Customs Union tariff Act of 1889, and not prohibited to be imported or used in the Colony of the Cape of Good Hope (excepting mealie meal, butterine, or other substances imported to be used as butter, and coats, and jackets of blanketing or baize). every £100 value.	7	0	0	5	0	0
64	On all goods, articles, and things of every description liable to customs duty in this colony, and imported for the use of Government of the South African Republic, provided the duty payable on such goods, etc., would be paid or borne directly by the treasury of the republic, and provided that, whenever rebate is claimed hereunder, a declaration shall be made on behalf of the Government of the republic that the goods, etc., are <i>bona fide</i> intended for the sole and exclusive use of such Government, and not for sale.	The whole Customs Union Duties.			Nil.		
					Nil.		

## NIGER PROTECTORATE.

IMPORT DUTIES.		£.	s.	d.
Spirits.....	Imp. gal.	0	2	0
Tobacco.....	lb.	0	0	6
Salt.....	cwt.	0	1	0
War material (arms, powder, &c.), 100 per cent <i>ad valorem</i> .				
EXPORT DUTIES.				
Palm kernels.....	cwt.	0	1	6
Palm oil and shea butter.....	gal.	0	0	1
Ivory.....	lb.	0	1	0

# Trade and Commerce.

## LAGOS.

### CUSTOMS TARIFF.

(As Published in 1892.)

		£.	s.	d.
Wines, liqueurs, brandy or cordials of any sort.....	Imp. gal.	0	1	0
Spirits not being liqueurs, brandy or cordials.....	do	0	1	0
Such spirits not exceeding, if imported in wood, the strength of Sykes's hydro- meter, and so in proportion for any greater strength.				
Tobacco.....	lb.	0	0	3
Beer and malt liquor of any sort, in bottles.....	doz.	0	0	9
do do do in wood.....	Imp. gal.	0	0	4½
Cigars.....	1,000	0	5	0
Cowries.....	cwt.	0	1	0
Salt.....	ton.	0	5	0
Gunpowder.....	bbl.	0	2	0
Guns.....	each	0	1	0
Pistols.....	do	0	0	6

On all other goods of every description not enumerated an *ad valorem* duty of 5 per cent on the value of the goods at the port from which the same shall have been imported.

The following is a list of exemptions :—

- All goods imported by the Governor for his private use.
- All goods imported with the sanction of the Governor for the service of any public department of the colony.
- Books, newspaper and printed matter.
- Copy books, drawing books, and materials, and apparatus and other educational materials and apparatus, imported with the sanction of the Governor for the use of any school or mission.
- Mathematical, scientific and surgical instruments.
- Photographic apparatus and materials.
- British coins and other coins current in the colony.
- Building and roofing material, including stone, bricks, timber, plank, doors, shutters, metal plates or piles, roof slates and tiles, white lime cement, house paint and paint brushes, door locks, keys, hinges, nails, screws, bolts, and bars, window frames, glass and fastenings, artisans tools, and all such other building or roofing materials or stores as the Governor by writing given under his hand and published in the *Gazette* shall have declared to be building and roofing materials or stores for the purpose of this ordinance.
- Passengers' luggage.
- Packages in which goods are usually imported.
- Puncheon shooks, including the iron hoops and rivets or hooks required for making them up.
- Telegraphic stores, instruments, machinery, plant and gear within the meaning of Ordinance No. 7 of 1891.

## GOLD COAST.

## IMPORT DUTIES.

	£	s.	d.
Ale and porter, each old wine gallon or part thereof.....	0	1	0
Brandy do do .....	0	2	6
Cartridges, filled, per 100 or part thereof .....	0	5	0
do unfilled do .....	0	1	0
Cigars and cigarettes, per lb. ....	0	1	0
Cider, each old wine gallon or part thereof.....	0	1	0
Gin and Geneva, each old wine gallon or part thereof .....	0	2	6
Gunpowder, per lb. ....	0	0	6
Guns, pistols, &c., each .....	0	2	0
Lead, per lb .....	0	0	0½
Liquors, each old wine gallon or part thereof.....	0	2	6
Percussion caps .....	0	1	0
Rum, each old wine gallon or part thereof.....	0	2	6
Spirits not enumerated in this list, each old wine gallon or part thereof.....	0	2	6
Tobacco, manufactured, per lb .....	0	1	0
do unmanufactured, per lb .....	0	0	4
Whisky, each old wine gallon or part thereof.....	0	2	6
Wines do do .....	0	1	0

The undermentioned articles are charged with an *ad valorem* duty of 10 per cent :—

Beads.	Lumber.
Boats and canoes.	Machinery other than for mining and agricultural purposes.
Brassware.	Perfumery.
Bread and biscuits.	Provisions.
Building materials.	Rice.
Cordage.	Silk goods.
Cotton goods.	Soap.
Earthenware.	Sugar.
Flour.	Wearing apparel.
Furniture.	Woollen goods.
Hardware.	All other goods not enumerated and exempted.
Kerosene and other illuminating oils.	

The following articles are admitted free of duty :—

Acids.	Charcoal.
Agricultural and gardening implements.	Chemicals.
All goods imported by the Governor for his private use.	Clocks and watches.
All goods imported with the sanction of the Governor for the service of any public department of the colony.	Clothing, passengers' personal.
Anchors and chains.	Coals.
Bags and sacks.	Coffins.
Bedding.	Coins, British, and others legally current in the colony.
Beef and pork.	Combs and brushes.
Bellows.	Confectionery.
Bells.	Coopers' stores, including casks, puncheons, shooks, hoops, and rivets or hooks required for making them up.
Bitters, not being sweetened or mixed with spirits.	Demijohns (empty).
Blacking.	Drugs and medicines.
Blue Indigo.	Educational appliances imported with the sanction of the Governor.
Books, newspapers, and printed matter.	Embroidery.
Brooms.	Filters.
Buttons.	Flags.
Calabashes.	Flints.
Candles.	Glassware.
Canvas.	Goats and sheep.
Carriages and carts.	Hand bags and dressing cases.
Cash-boxes.	Harness.
Cattle.	Horses, mules and asses.
Chains.	India-rubber.
Chairs.	Instruments, mathematical.
Chalk.	

# Trade and Commerce.

## FREE LIST—Continued.

<p>Instruments, musical.          Instruments, scientific.          Instruments, surgical.          Ironware in pots, pans and other cooking utensils.          Jewellery.          Lamps.          Machinery for mining and other agricultural purposes.          Masts.          Matches.          Mats.          Meat, fresh.          Millinery.          Mineral waters.          Mirrors.          Molasses.          Needlework.          Oakum.          Oars.          Oils, except kerosene and other illuminating oils.          Paints.          Photographic apparatus and materials.          Pictures.          Pipes.          Pitch and tar.          Plants.          Poultry.</p>	<p>Purses.          Quicksilver.          Safes.          Salts.          Scales.          Seeds.          Shea butter.          Show cards.          Spirits, methylated, unfit for drinking and not to be used for strengthening other spirituous liquors.          Stationery.          Steam launches.          Stones, grind.              do tomb.          Straw manufactures.          Tallow.          Tarpaulins.          Tools.          Toys.          Trays.          Trunks.          Umbrellas.          Velocipedes.          Wood manufactures, where not to be used as building materials or furniture.</p>
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The following are the rates of duty levied on articles imported into any part of the Gold Coast Colony or of the protected territories lying to the eastward of the River Volta :—

	£	s.	d.
On gin, not being sweetened or mixed with any article so that the degree of strength thereof cannot be ascertained by Sykes's hydrometer where the degree of strength does not exceed proof, for each old wine gallon or part thereof.....	0	0	5½
On brandy, rum, liqueurs, and miscellaneous spirits or strong waters, not being sweetened or mixed with any article so that the degree of strength cannot be ascertained by Sykes's hydrometer where the degree of strength does not exceed proof, for each old wine gallon or part thereof.....	0	0	5½
And for every degree or part of a degree over proof an additional duty, per old wine gallon or part thereof.....	0	0	0½
On tobacco.....		lb.	0 0 1¼
On gunpowder.....		100 lbs.	0 5 0
On guns.....		each.	0 1 0

All other merchandise unenumerated shall be exempt from duty.

## SIERRA LEONE.

## CUSTOMS TARIFF.

		£	s.	d.
Ale, beer and porter.....	gallon.	0	0	6
do do in bottles, quarts.....	dozen.	0	1	0
do do do pints.....	do	0	0	6
Cigars, cigarettes, and all manufactured tobacco.....	lb.	0	2	0
Cartridges, rifle ball.....	100	0	5	0
Gunpowder, per barrel.....	100 lbs.	0	6	0
Guns, trade flintlock.....	each.	0	2	6
do percussion.....	do	0	4	0
do rifle muzzle loader.....	do	0	5	0
do breech loading, single or double barrelled.....	do	0	10	0
do breech-loading rifle.....	do	1	0	0
Tobacco, unmanufactured.....	lb.	0	0	4
Spirits, all kinds, and cordials.....	gallon.	0	2	0
Wine, except claret.....	do	0	1	0
Claret.....	do	0	1	6
Petroleum.....	do	0	0	6
Hardware of all kinds.....	cwt.	0	3	6
Lumber.....	1,000 feet.	0	8	0
Salt.....	ton.	0	3	9
Sugar, unrefined.....	cwt.	0	5	0
do refined.....	do	0	10	0

7½ per cent *ad valorem* duty on other goods not liable to specific duty.



# Trade and Commerce.

## CUSTOMS TARIFF OF GAMBIA.

(As Published July, 1893.)

### SCHEDULE OF DUTIES.

#### IMPORT.

		£.	s.	d.
Upon all spirits or strong waters except brandy not being sweetened or mixed with any article so that the degree of strength thereof cannot be ascertained by Sykes's hydrometer, for every imperial gallon of the strength of proof by such hydrometer, so in proportion for every greater or less strength of proof . . . . .		0	1	6
Upon all liqueurs, absinthe cordial or sweetened spirits, or sweetened strong waters, or spirit mixed with sweetened waters so that the degree of strength thereof cannot be ascertained as aforesaid . . . . .	Imp. gal.	0	2	0
Upon brandies, without reference to strength. . . . .	do	0	3	0
Upon tobacco, unmanufactured. . . . .	per lb.	0	0	3
Upon tobacco, manufactured, and cigars . . . . .	do	0	2	0
Upon wines without reference to strength, except claret in bulk. . . . .	Imp. gal.	0	1	0
Upon claret in bulk. . . . .	do	0	0	9
Upon malt liquors . . . . .	do	0	0	9
Upon colah nuts. . . . .	per lb.	0	0	1½
Upon sugar . . . . .	do	0	0	1
Upon gunpowder . . . . .	do	0	0	1
Upon breech-loading guns and rifles . . . . .		1	0	0
Upon other fire-arms . . . . .		0	4	0
Upon kerosene oil . . . . .	Imp. gal.	0	0	3
Upon salt per ton of two thousand two hundred and forty pounds. . . . .	net weight gal.	0	5	0
Oils (other than kerosine) and turps. . . . .	gal.	6	0	6
Lard per gallon, or 9 lbs. weight taken as equivalent thereof . . . . .		0	0	6
Rice, per cwt. of 112 lbs. . . . .		0	0	6

On all articles not subject to a specific duty at the rate of five pounds for every one hundred pounds of value.

#### EXPORT.

An export duty at the rate of six shillings and eight pence per ton of 2,240 lbs., net weight, shall be levied on groundnuts exported from Gambia, except on groundnuts imported into the settlement and warehoused for exportation.

#### SCHEDULE OF EXEMPTIONS.

Articles of every description imported for the use of the Governor, or officer administering the Government.

Articles of every description imported for the use of Her Majesty's Army and Navy.

Articles of every description imported for the use of the Colonial Government.

Bulbs and roots, seeds of all kinds, shrubs and trees imported for planting, bullion, coin, coal, coke, patent fuel, fruit of all kinds, not in sugar or syrup or otherwise preserved, ice, live stock, poultry, game and fresh meat of all kinds not preserved in any way, printed books and pamphlets, scientific and surgical instruments and apparatus, specimens of natural history, mineralogy or botany, turtle and fresh fish, not preserved in any way.

African produce not subject to a specific duty imported from parts beyond the seas and reported for exportation, it being warehoused in any place other than a Queen's warehouse and bond being entered into for the due exportation of the said produce to parts beyond the seas in like manner and subject to the like penalties as if the said produce had been warehoused in a Queen's warehouse.

Passenger's baggage consisting of wearing apparel and personal effects, such as jewellery, brushes and combs intended for the personal use of such passenger but not spirits, wines, liqueurs, tobacco, provisions, scent and other articles included in his baggage: Provided always that duty shall not be charged on any spirits or scent not exceeding one bottle of each or on any cigars or cigarettes not exceeding one pound in weight included in a passenger's baggage.

Fresh vegetables.

## DRAWBACK.

Subject to certain conditions (1), a drawback shall be allowed upon all wines, brandies, spirits, other than sweetened spirits, tobacco, guns or gunpowder exported from the settlement, on which duties shall have been either paid, or bond been given for the payment of the same, to the full amount of the duty which has been paid or secured upon the article exported, payable by the colonial treasury after the expiration of six calendar months from the date of the exportation of the goods upon which it is claimed.

AN ORDINANCE TO REGULATE THE SALE IN THE COLONY OF THE GAMBIA OF SUCH FIREARMS, AMMUNITION AND GUNPOWDER AS MAY BY LAW BE SOLD.

Whereas it is enacted in section 5 of the Firearms, Ammunition and Gunpowder Ordinance, 1892, that the Administrator shall not authorize the withdrawal for sale from a public warehouse of any firearms or ammunition other than flint-lock guns with unrifled barrels and common gunpowder known as trade powder and that the Administrator shall, in authorizing any such withdrawal, specify the number of guns and the quantity of gunpowder to be withdrawn and also the store or depot within the colony in which such flint-lock guns and such common gunpowder may be kept and the districts or regions in which the same may be sold, and also that no district or region in which the slave trade is for the time being rife shall be included in any such authorization.

Be it therefore enacted by the Administrator of the Colony of the Gambia, with the advice and consent of the Legislative Council thereof, as follows, viz. :

I. No person shall either by himself or by any one in his service or on his behalf sell, deal in or keep or expose for the purpose of sale or of being dealt in, any firearms, ammunition or gunpowder without a license under this Ordinance first obtained for that purpose.

Every act of selling, dealing in, keeping, or exposing for the purpose of being sold or dealt in, any firearms ammunition or gunpowder without such license or elsewhere than in the store, shop or place mentioned in such license, or to which the license may have been transferred, shall constitute an offence against this Ordinance by the person selling, dealing in, keeping or exposing for the purpose of being sold or dealt in, such firearms, ammunition or gunpowder, and in case such person so sells, deals in, keeps or exposes for the purpose of being sold, or dealt in, such firearms, ammunition or gunpowder in the service of his master or employer, shall constitute an offence also by such master or employer.

Whosoever commits any of these offences described in this section shall be liable to a penalty not exceeding one hundred pounds or, in default of payment, to imprisonment, with or without hard labour, for a period not exceeding twelve calendar months, and all firearms, ammunition or gunpowder kept or exposed for sale contrary to the provisions of this Ordinance shall be forfeited to Her Majesty.

II. No license shall be granted for the sale of firearms and ammunitions other than flint-lock guns with unrifled barrels and common gunpowder known as trade powder.

Whosoever shall sell, deal in, keep, or expose for the purpose of being sold or dealt in, any firearm, ammunition or gunpowder other than flint-lock guns or common gunpowder known as trade powder shall be liable to a penalty not exceeding one hundred pounds or, in default of payment, to imprisonment with or without hard labour for a period not exceeding twelve calendar months.

III. All applications for licenses under this Ordinance shall be made to the Colonial Treasurer for submission to the Administrator.

On submitting such application, the Colonial Treasurer shall report to the Administrator whether he is satisfied that the applicant is a fit and proper person to receive the same, and whether the store, shop or other building or place in which the applicant proposes to keep such firearms or ammunition, is suitable for that purpose.

No person shall be entitled to a license as of right, but the granting or refusal of any application for a license under this Ordinance shall rest entirely with the Administrator.

IV. Every license shall be in the form set forth in the Schedule A to this Ordinance, and shall be operative from the day on which it was granted to the end of the 31st day of December in each year.

Licenses shall not be transferable to any other person, and shall, in Bathurst, be good only for the store, shop or other building or place described therein, but it shall be lawful for the Colonial Treasurer on the request of the licensee, and for good cause shown, to transfer the license to any other store, shop or other building or place.

V. There shall be payable to Her Majesty, her heirs and successors for every license granted under this Ordinance for the sale of arms and ammunition in the town of Bathurst the sum of twenty pounds, and in any other district or place in the colony, the sum of two pounds, irrespective of the date of granting. The latter licenses shall be known as "River Licenses."

Provided that only ten pounds shall be payable on Bathurst licenses taken out for the current year.

(1) These conditions are published in the Gambia Customs Tariff Ordinance of 1883.

## Trade and Commerce.

VI. Every person to whom a license shall be granted under this Ordinance shall keep in duplicate the following books:—

1. A book in the form given in Schedule B to this Ordinance, or as nearly as may be, in which he shall enter a true account of all firearms, ammunitions or gunpowder, which he has from time to time on the licensed premises, entering under its true date every addition thereto and whether withdrawn from a public warehouse or how and from whom obtained.

2. A book in the form given in Schedule C to this Ordinance, or as nearly as may be, in which he shall enter truly:

a. The name, place of residence and quality of every person to whom any firearms, ammunition or gunpowder are sold or otherwise delivered from the licensed premises, and if such purchaser is a servant or agent, the name, place of residence and quality of his employer or principal.

b. The quantity and description of all firearms, ammunition or gunpowder delivered by him to such person, together with the true date of such sale or delivery.

The entries shall be made at the time on which the transactions took place, and shall at all time be open to the inspection of any justice of the peace or member of the police force, or of any other officer authorized by the Administrator, who may take copies of all or any of the entries therein, and may compare the duplicates to see if they correspond. One of such duplicates shall be submitted for the Administrator's inspection at the end of every six months.

If any person licensed under this Ordinance omits or fails to keep such book as he is required to keep, or to make therein all such entries as are hereby required, or if any person shall prevent or obstruct the inspection of such books, or shall make a false entry therein or shall fail to deliver or submit any book which by this Ordinance he is required to deliver or submit, he shall for every such offence be liable to a penalty not exceeding one hundred pounds or, in default of payment, to be imprisoned, with or without hard labour, for a period not exceeding three months.

VII. It shall be lawful for any justice of the peace or member of the police force to demand from any person selling or dealing in firearms, ammunition or gunpowder the production of his license.

If the person upon whom the demand is made shall not immediately produce his license and permit such justice of the peace or member of the police force to read the same, and shall refuse to give his name and place of residence to such justice of the peace or member of the police force, he shall be liable to a penalty not exceeding ten pounds or to imprisonment, with or without hard labour, for a period not exceeding one month.

Where any such person is unknown, he may be arrested without warrant and brought as soon as possible before the chief magistrate or two justices of the peace.

VIII. Any justice of the peace, manager of a district, or member of the police force, may at any time during daylight enter any shop, store, building or place in which firearms, ammunition or gunpowder may be sold under this Ordinance, or any other store or place where there is reasonable ground to believe that firearms, ammunition or gunpowder are being sold, and may inspect the stock-in-trade therein, and if any person shall obstruct such justice, manager of a district, or member of the police force, he shall be liable to a penalty not exceeding fifty pounds, and in default of payment to imprisonment, with or without hard labour, for a period not exceeding six months.

IX. All penalties or forfeitures incurred under this Ordinance may be recovered summarily before the chief magistrate, any manager of a district invested with magisterial power, or any two justices of the peace. The court imposing any penalty upon any license under this Ordinance may by an order suspend or revoke his license from such date and for such period as it may think fit, but shall notify the Colonial Treasurer of such revocation.

All firearms, ammunition or gunpowder liable to forfeiture under this Ordinance may be seized and detained by any member of the police force until an order for the forfeiture thereof can be obtained from the police court.

X. Any informer who shall prosecute an offender against this Ordinance to conviction shall be entitled to one moiety of every pecuniary penalty recovered under this Ordinance, and the other moiety shall be paid into the Colonial Treasury, and shall form part of the general revenue of the colony.

XI. This Ordinance may be cited for all intents and purposes as "The Sale of Firearms Licensing Ordinance, 1892."

Passed in the Legislative Council this seventeenth day of June, in the year of our Lord One thousand eight hundred and ninety-two.

REGINALD R. GAGE,

*Clerk of the Legislative Council.*

Assented to in Her Majesty's name, this seventeenth day of June, 1892,

R. B. LLEWELYN,

*Administrator of the Colony of the Gambia.*

## ST. HELENA.

## CUSTOMS TARIFF.

		£.	s.	d.
Tobacco, not manufactured.....	lb.	0	0	6
do manufactured cigars and snuff.....	do	0	1	0
Excepting when cleared from bond as cargo, and borne on ship's manifest				
Spirits .....	gal.	0	10	0
Beer, in bottles.....	doz. qts.	0	1	0
Beer, all sorts.....	hogshead of 54 gals.	0	19	0
Wine.....	gal.	0	2	6

The only export duty is royalty on guano of 10s. a ton.  
Ships pay 1s. a ton on all cargo shipped or landed, but no other dues.

# Trade and Commerce.

## FALKLAND ISLANDS.

*Table of Duties of Customs Inwards. (Ordinances 10 of 1882, 1 of 1883, and 2 of 1884).*

		£.	s.	d.
Spirits and strong waters.....	gal.	0	10	0
Liqueurs, cordials and sweetened spirits.....		0	10	0
Articles containing any quantity of alcohol or spirit which by the Imperial customs law are liable to duty as spirits.....		0	10	0
Perfumed spirits and cologne water.....		0	15	0
Wine in casks.....		0	2	0
Wine in quart bottles.....	doz.	0	4	6
Wine in pint bottles.....	doz.	0	2	3
British wines, ginger ale, orange wine, orange champagne, peppermint, and all other unenumerated beverages not liable to duty as spirits (except soda, potash and mineral waters) to pay duty as wine.....		0	0	3
Malt liquor, mum, spruce, cider and perry.....	gal. or doz. pints	0	0	6
do do do do in bottles.....	doz. qts.	0	0	3
do do do do do.....	doz. pints	0	5	0
Cigars.....	lb.	0	3	0
Cigarettes, cut and manufactured tobacco and snuff.....	do	0	2	0
All other tobacco.....				

### EXEMPTIONS.

Tobacco, forming an ingredient in sheep wash or hop powder, manufactured, in bond in the United Kingdom, to be exempt from duty. (Ordinance No. 2, of 1889.)

All articles imported or taken out of bond for the use of the Governor and for the use of H.M.'s Army and Navy.

## CUSTOMS TARIFF OF BRITISH GUIANA.

## BRITISH GUIANA.

[COMBINED COURT.]

ORDINANCE No. 2 OF 1892.

An Ordinance to fix a Tariff of Duties on Goods imported into this Colony during the Financial Year 1892-1893.

[9th March, 1892.]

BE it enacted by the Governor of British Guiana, with the advice and consent of the Combined Court thereof, as follows :

1. This Ordinance may be cited for all purposes as the Customs Duties Ordinance, 1892-

2. There shall be raised, levied, collected, and paid, for the public use of this colony, the several duties set forth in the First Schedule to this Ordinance upon all goods, wares, and merchandise enumerated in the said Schedule which shall be imported into this colony, or taken out of bond for consumption in this colony.

3.—(1.) There shall be raised, levied, collected, and paid, for the public use of this colony, upon the goods, wares, and merchandise enumerated in the Second Schedule to this Ordinance which shall be imported into this colony, or taken out of bond for consumption in this colony, an *ad valorem* duty at the rate of four per cent or four dollars upon every one hundred dollars, of the value of such goods, wares, and merchandise at their respective places of shipment.

(2.) There shall be raised, levied, collected, and paid, for the public use of this colony, upon the goods, wares, and merchandise enumerated in the Third Schedule to this Ordinance which shall be imported into this colony, or taken out of bond for consumption in this colony, an *ad valorem* duty at the rate of six per cent, or six dollars upon every one hundred dollars, of the value of such goods, wares, and merchandise at their respective places of shipment.

(3.) There shall be raised, levied, collected, and paid, for the public use of this colony, upon all goods, wares, and merchandise not enumerated in the First, Second or Third Schedule to this Ordinance, and not hereinafter exempted from payment of duty, which shall be imported into this colony, or taken out of bond for consumption in this colony, an *ad valorem* duty at the rate of eight per cent, or eight dollars upon every one hundred dollars, of the value of such goods, wares, and merchandise at their respective places of shipment.

4. The goods, wares, and merchandise enumerated in the Fourth Schedule to this Ordinance which shall be imported into this colony, or taken out of bond for consumption in this colony, shall be exempt from the payment of duty.

5. Goods not prohibited to be imported into or used in the colony, composed of any article liable to duty as a part or ingredient thereof shall be chargeable with the full duty payable on such article, or, if composed of more than one article liable to duty, then with the full duty payable on the article charged with the highest rate of duty.

6. No liquor containing more than thirty-five per cent of proof spirit as verified by Sykes's hydrometer shall be deemed wine, and no liquor containing more than twenty per cent of proof spirits as verified by Sykes's hydrometer shall be deemed malt liquor. All liquor containing more than thirty-five per cent of proof spirit verified as aforesaid and all liquor other than wine containing more than twenty per cent of proof spirit verified as aforesaid shall be deemed spirits.

7.—(1.) The provisions of the Customs Ordinance, 1884, which relate to the warehousing of goods shall not be applicable to gunpowder imported into this colony ; and the duty on all such gunpowder shall be paid immediately on importation.

(2.) If the importer fails to pay such duty immediately, the consignee or agent of the vessel in which the gunpowder was imported may pay the duty and recover the amount thereof, together with the cost of storage and all other costs properly incurred, from the importer in any court of competent jurisdiction.

8. For the purpose of encouraging the trade of this colony with other countries, persons exporting goods, wares, and merchandise on which duties have been paid under and by virtue of this or any other Ordinance shall be entitled to a drawback of duties on such goods, wares, and merchandise at and after the rates and amounts levied and paid on such goods, wares, and merchandise ; and the manner of claiming such drawback shall be subject to the provisions of the Customs Ordinance, 1884, and any other Ordinance that may be hereafter passed by the Governor, with the advice and consent of the Court of Policy, for the regulation of drawbacks : Provided that no such drawback shall be allowed on any opium, bhang or ganje, spirits of any kind, wine or gunpowder : Provided also that drawback shall only be allowed as regards animals in such cases as may have been or may be provided for by regulations from time to time made

## Trade and Commerce.

by the Comptroller of Customs with the approval of the Governor and Court of Policy : Provided also that no drawback shall be allowed on any goods exported after the expiration of twelve months from the date of the importation thereof.

9. It shall be lawful for the Comptroller of Customs to permit hard bread or crackers made in this colony from duty-paid flour to be exported under drawback, subject to such regulations in that behalf as may have been or may be from time to time made by the Comptroller of Customs with the approval of the Governor and Court of Policy.

10. Whenever any ship-building materials, or accessories of any kind for ship-building (not being rope or cordage, or wire rope of any kind) which shall have been imported into this colony, shall be used in the construction, equipment or repair of vessels or boats of any kind, the importer thereof shall be entitled, on presentation to the chief officer of the customs at the port of importation of a certificate to the effect that such materials and accessories have been used as aforesaid, under the hand of the builder or repairer of such vessel or boat who used the same, together with a declaration from such builder or repairer that he believes such ship-building materials and accessories to have been imported into the colony, to receive a refund equal to the amount of the duty paid in respect of such ship-building materials or accessories on their importation.

11. Every person who contracts with Her Majesty's Government for the service of any of Her Majesty's regular troops stationed in this colony, or of any of Her Majesty's ships arriving at this colony, shall be entitled to receive back the amount of duty paid on materials or supplies furnished under such contract for the service of such troops or ship : Provided that due proof is made of the payment of such duties and that the nature and quantities of the materials or supplies furnished under such contract are duly certified by the officer commanding such troops or ship.

12. All moneys leviable or payable under and by virtue of this Ordinance shall, unless their collection is otherwise especially provided for, be paid to the Receiver General or the Assistant Receiver General.

13.—(1.) Whenever the duties upon goods, wares, and merchandise imported or taken out of bond for consumption in this Colony payable by any one person or firm at any one time amount to or exceed the sum of one hundred dollars, it shall be lawful for the Receiver General or the Assistant Receiver General to take the joint and several promissory note of any such person or firm and of some other good and sufficient person or persons for the payment of such duties, payable thirty days after the date thereof.

(2.) Every party to any such promissory note shall be deemed to be and shall be held liable in every respect as a principal debtor, to all intents and purposes, in any proceeding upon such promissory note at the instance of the Receiver General or the Assistant Receiver General ; and it shall not be competent to any party in any such proceeding to set up any defence other than might be set up by a principal debtor.

14. In default of payment, when due or demanded, of any of the duties imposed by this or any other Ordinance relating to duties of customs, or of any promissory note allowed by this or any other Ordinance relating to duties of customs to be given for duties, the same, with interest at the rate of six per cent, per annum from the date when the same became due and payable, shall, where not otherwise specially provided for, be enforced and recovered by the Receiver General or the Assistant Receiver General by parate execution.

15. All duties of Customs shall be raised, levied, and collected subject to the provisions of any Ordinance now in force or which may be hereafter passed by the Governor, with the advice and consent of the Court of Policy, for the purpose of regulating the collection of duties of customs.

16. Any proceeding heretofore taken and any penalty or forfeiture heretofore incurred under the provisions of any Ordinance relating to duties of customs which has ceased to be in operation may be continued or recovered as if such Ordinance continued in operation ; and all bonds taken and all things done under the authority or in pursuance of any Ordinance relating to duties of customs which has ceased to be in operation shall be as valid and effectual and may be enforced in the same manner as if such Ordinance continued in force.

17. Where any obligation has been entered into for the payment of duties of customs such obligation shall be deemed to be an obligation to pay all duties of customs which may become legally payable or which are made payable or recoverable under any Ordinance relating to duties of Customs for the time being in force and to pay the same as the same become payable.

18. This Ordinance shall come into force on the 1st day of April, 1892, and shall continue in force until the 31st day of March, 1893, both days inclusive, unless otherwise enacted by the Combined Court.

## SCHEDULES.

## THE FIRST SCHEDULE.

*Table of Specific Duties of Customs.*

		\$	cts.
Arrowroot	lb.	0	00 $\frac{1}{2}$
*Bacon and bacon hams	do	0	01
*Beef, admitted by the Comptroller of Customs as salted or pickled, not including beef preserved in cans	brl. of 200 lbs.	1	12 $\frac{1}{2}$
Blue	lb.	0	00 $\frac{1}{2}$
*Bread and biscuit	100 lbs.	0	25
Bricks	1,000	1	00
Buckets and pails, of all kinds excepting those made entirely of copper, bronze, or zinc	dozen.	0	25
Bulls, cows, with or without calves, heifers, steers, and oxen.	head.	5	00
Butter, made from milk or cream.	lb.	0	02
Butterine.	do	0	02
Candles, adamantine, hydraulic press composition, spermaceti, wax, or any other than simple tallow	do	0	05
Cement	brl. of 400 lbs.	0	25
*Cheese	lb.	0	01
Chloral hydrate	do	0	30
Chloroform	do	0	72
Chocolate and cocoa, prepared otherwise than as confectionery	do	0	04
Cigars and cigarettes	do	1	20
Clapboards	1,000 runn. ft.	1	00
Coals, including the packages	hogshead.	0	32
do patent fuel, and coke, loose	ton.	0	50
Cocoa, raw	lb.	0	01 $\frac{1}{2}$
Coffee, and all imitations of and substitutes for it, chicory, dandelion, and taraxacum (raw)	do	0	01 $\frac{1}{2}$
Collodion when not imported as a photographic chemical	gallon.	5	00
Confectionery, including sweetened preserves	reputed lb.	0	05
Cordage, including gasketing	112 lbs.	1	00
Corks, cut.	lb.	0	10
*Corn or maize	bushel.	0	07 $\frac{1}{2}$
*Cornmeal and oatmeal	100 lbs.	0	18 $\frac{1}{2}$
Crushed feed and ground feed	bushel.	0	10
Dogs	head.	5	00
Dynamite, gun cotton, lithofracteur, and all other explosives except gunpowder.	lb.	0	04
Essences, flavouring	pint.	0	30
Ether, acetic	lb.	0	42
do sulphuric	gallon.	3	00
Ethyl, iodide of	do	3	00
Fish, dried	112 lbs.	0	50
do do pickled, say:--			
Mackerel	brl. of 200 lbs.	1	00
Salmon	do	2	00
And all other sorts.	do	0	25
do preserved, in tins or bottles	lb.	0	01
* do smoked.	do	0	00 $\frac{1}{2}$
[The foregoing rates shall not apply to salmon and oysters in can, see Schedule of Exemptions.]			
*Flour of all descriptions	brl. of 196 lbs.	0	75
Ganje	lb.	4	00
Garlic	do	0	00 $\frac{1}{2}$
Gelatine	do	0	05
Ghee	do	0	02
Ginger, raw	do	0	02
Grain, of every description not otherwise specified, and every kind of beans; pease and pulse of every description and every kind, and whether whole or split	bushel.	0	05
Gums	lb.	0	03
Gunpowder, admitted by the Comptroller of Customs as blasting gunpowder	do	0	01
do all other kinds	do	0	20
Hair	do	0	05
Honey	do	0	05
Hoops, iron.	112 lbs.	0	10
do wood	1,000	1	50
Horses (*excepting horses for breeding)	head.	7	00
Isinglass	lb.	0	05
*Lard and its compounds	do	0	00 $\frac{1}{2}$

\* Under agreement with United States.



# Trade and Commerce.

## SPECIFIC DUTIES—Continued.

		\$ cts.
* +Lumber of pitch pine, in rough or prepared for building	1,000 ft. board meas.	1 50
do of all other kinds	do	2 00
Malt liquor, in wood	gallon.	0 10
do in bottle	doz. rep. qrts.	0 24
do in bottle	doz. rep. pints.	0 12
Matches in boxes, containing each at the rate of 100 matches, if in packages containing not less than 10 gross.	gross of boxes.	0 60
Match splints, in cases containing each equal to 10 gross of matches of the ordinary length	case.	3 75
Meats, not dried or smoked or pickled meats, including sausages other than in tins, and not dried.	lb.	0 02
*Meats, preserved, in tins, excepting beef and pork in cans.	do	0 02
Milk, preserved, and compounds thereof	do	0 02
*Mules	head.	2 50
Muskets, rifles, guns, and fowling-pieces	each.	2 00
Oats	bushel.	0 10
Oils, other than gasoline (when admitted with the sanction of the Governor and Court of Policy), which give off an inflammable vapour at a temperature of less than 73 degrees Fahrenheit, as ascertained by the test established in England by the Petroleum Act, 1879	gallon.	3 00
*Excepting oils the product of petroleum which shall pay	do	2 25
*Oils, the products of petroleum which do not give off an inflammable vapour at a temperature of less than 73 degrees Fahrenheit, as ascertained by the test established in England by the Petroleum Act, 1879.	do	0 18½
Oils, all other, including castor oil and gasoline when admitted with the sanction of the Governor and Court of Policy (essential, medicinal, and perfumed oils excepted and excepting oil the product of cotton seed).	do	0 25
*Oleomargarine	lb.	0 01
Opium, including powdered opium for medicinal purposes, charas, extract of opium, and bhang.	do	4 00
Paints, and paint stuffs	112 lbs.	0 25
Pepper	lb.	0 01
Percussion caps	100	0 04
Pickles and sauces, in bottle.	quart	0 04
do do do	pint	0 02
Pistols, including revolvers.	each	5 00
* Pork, admitted by the Comptroller of Customs as salted or pickled, not including pork preserved in cans	brl. of 200 lbs.	1 12½
Rice	100 lbs.	0 25
Sago	lb.	0 00½
Saltpetre	do	0 01
Shingles, of all kinds	1,000	0 50
* Shooks	pack	0 04
Shot	lb.	0 02
Slates (roofing), flagstones and tiles	1,000	1 00
Snuff	lb.	0 75
Soap, and soap powders, perfumery, fancy and toilet.	do	0 02
do all other kinds	do	0 00½
Spices, pepper, and all seeds, except garden seeds.	do	0 01
Spirits and strong waters; for every gallon computed at Sykes's hydrometer proof of spirits of every description (except perfumed spirits) including naphtha or methylic alcohol purified so as to be potable, and mixtures and preparations containing spirits (excepting * medicinal extracts and preparations mentioned in the Schedule of Exemptions)	gallon	2 50
Spirits, perfumed not over proof, computed as above	do	3 00
do do over proof, computed as above	do	4 00
Where a person importing sweetened spirits, liqueurs, bitters and cordials or other preparations containing spirits in bottle has entered the same in such a manner as to indicate that the strength is not to be tested.	do	4 00
do naphtha and methylic alcohol, passed by the Comptroller of Customs as being not potable.	do	0 50
Starch of all kinds, * excepting starch of Indian corn or maize	lb.	0 02
* Staves and headings, white oak	1,000	1 00
* Staves of every other descriptions.	do	0 75
Sugar	lb.	0 03
Tallow, anti-friction grease, axle grease, and similar compounds	do	0 01
Tapioca	do	0 00½
Tea	do	0 12

\* Under agreement with United States.

+ Spruce and white pine lumber to be subject to a deduction of 5 per cent for splits.

## SPECIFIC DUTIES--Continued.

		\$ cts.
† Tobacco, in leaf, if in packages not less than a hogshead of 800 lbs. ....	lb.	0 30
† do do if in smaller packages.....	do	0 45
† do manufactured (cigars, cigarettes, and snuff excepted).....	do	0 45
Tobacco pipes (clay) .....	gross	1 00
Tongues, pickled .....	lb.	0 02
Turpentine, spirits of.....	gallon	0 18
Twine .....	lb.	0 02
Varnish and polish, containing any quantity of spirits methylated so as not to be potable.....	gallon	0 50
do containing any quantity of spirits of any other kind to pay duty as mixtures or preparations containing spirits.		
The article known as International Composition or Rahtjen's Composition, and any other article which, in the opinion of the Comptroller of Customs, is of a similar kind, to be regarded as varnish and polish containing spirits.		
Vegetables, preserved in tins.....	lb.	0 02
Vinegar, containing less than 10 per cent of acetic acid .....	gallon	0 10
do containing 10 per cent and more of acetic acid.....	do	0 60
Wax, beeswax .....	lb.	0 06
do paraffine and mineral.....	do	0 02
* Wheat .....	bushel	0 03 <sup>1</sup> / <sub>2</sub>
Whitening, except when imported for manure..	lb.	0 00 <sup>1</sup> / <sub>2</sub>
Wine, the declared value of which is any sum not exceeding two dollars a gallon:		
in wood, and containing less than 26 per cent. of proof spirit as verified by Sykes's hydrometer.....	gallon	0 50
in bottle .....	dz. reputed qts	1 00
in bottle .....	dz. reputed pts	0 50
Wine of all other descriptions, in wood.....	gallon	0 80
do do in bottle.....	dz. reputed qts	2 00
do do do .....	dz. reputed pts	1 00

And at these rates upon any greater or less quantity of such goods, wares, and merchandise respectively.

## THE SECOND SCHEDULE.

## TABLE OF AD VALOREM DUTIES OF CUSTOMS.

\*Boots and shoes made wholly or in part of leather.

## THE THIRD SCHEDULE.

\*Products of petroleum not liable to specific duty.

## THE FOURTH SCHEDULE.

## TABLE OF EXEMPTIONS FROM DUTY.

Animals, alive; to include only \*asses, sheep, \*goats, mongooses or ichneumons, hogs, and pigs of every description, and poultry, and \*horses for breeding.

\*Animal charcoal.

\*Articles imported for the use of the pilot service of the colony.

Articles passed by the customs authorities as the personal baggage of passengers arriving in the colony from abroad.

Articles passed by the Comptroller, subject to the sanction of the Governor, as imported for the official use of the consulate of any foreign country or place: Provided that a similar privilege in respect of similar articles is accorded by the laws and customs of such foreign country or place to Her Majesty's consulate therein.

\*Beef, including tongues, smoked and dried.

\*Beef and pork, preserved in cans.

\*Boats and lighters.

\*Bones and horns.

\*Bottles of glass or stoneware.

\* Under agreement with United States.

† Duty on tobacco to be paid on the weight thereof being certified, either by a sworn weigher and gauger or otherwise to the satisfaction of the Comptroller of Customs.

# Trade and Commerce.

## EXEMPTIONS—*Continued.*

- \*Bran, middlings and shorts.
- Broken stone and road metal of every description.
- \*Brooms, brushes, and whisks of broom straw.
- \*Bullion and coin.
- \*Candles, tallow.
- \*Carts, wagons, cars and barrows, with or without springs, for ordinary roads and agricultural uses ; not including vehicles of pleasure.
- \*Clocks, mantel or wall.
- \*Copper, bronze, zinc, and lead articles, plain and nickel plated, for industrial and domestic uses, and for building.
- \*Cotton seed and its products, to include meal, meal cake, oil and cottolene.
- \*Crucibles and melting pots of all kinds.
- \*Eggs.
- Fire engines.
- \*Fishing apparatus of all kinds.
- Fresh fish and turtle, fish on ice, and \*salmon and oysters in can.
- Fresh meats.
- \*Fruits and vegetables, fresh and dried, and ground provisions, when not canned, tinned or bottled.
- Goods, stores, arms and ammunition imported by order of the Government of the colony.
- \*Hay and straw for forage.
- Horses, baggage and furniture of officers in Her Majesty's naval or military service.
- \*Houses of wood, complete.
- \*Ice.
- \*Implements, utensils, and tools for agriculture, exclusive of cutlasses and forks.
- \*India rubber and gutta percha goods, including waterproof clothing made wholly or in part thereof.
- \*Lamps and lanterns.
- \*Lime of all kinds.
- Machinery, comprising the following:—
  - \*Belting for machinery, of leather, canvas or india-rubber.
  - Brick and tile making machinery.
  - \*Bridges of iron or wood, or both combined ; and grating bars.
  - Iron cane punts.
  - Locks or sluices for sea defences or water supply.
  - \*Locomotive engines, railway rolling stock, rails, railway ties, and all material and appliances for railways and tramways.
  - \*Machinery and apparatus for electric lighting.
  - Machinery and implements intended for water works, tanks and lamp posts, with their appurtenances, paving and kerb stones, and draining pipes, and such other machinery as may be approved by the Governor and Court of Policy, imported by the Mayor and Town Council of Georgetown, or by the Mayor and Town Council of New Amsterdam exclusively for their own use.
  - Machinery for saw mills, foundries and factories of whatever kind.
  - Machinery for steam boats and barges and plates, angles and other materials and appliances for the construction of steamboats and barges.
  - Machinery, retorts, gasometers, \*gas fixtures and pipes.
  - Pans, tea-chests, tanks, and other vessels imported for use exclusively in the manufacture of sugar or for the storage or supply of water.
  - \*Steam boilers and steam pipes of every description, and steam boiler plates and tubes ; and steam ploughs, steam diggers and steam dredgers.
  - \*Steam and power engines, and machines, machinery and apparatus, whether stationary or portable, worked by power or by hand, for the drainage of land, agriculture, irrigation, mining, for the manufacture or preparation of manures, the manufacture or preparation of the produce of raw materials, the arts and industries of all kinds, and all necessary parts and appliances for the erection or repair thereof, or the communication of motive power thereto.
  - \*Manures, including nitrate of soda, plaster of paris, and whitening imported for manure, and fertilizers of all kinds, natural and artificial.
  - \*Marble and alabaster, in the rough or squared, worked or carved, for building purposes or monuments.
  - Materials and church furniture specially imported for any place of worship of the Christian religion in the colony.
  - \*Medicinal extracts and preparations of all kinds, including proprietary or patent medicines, but exclusive of quinine, or preparations of quinine, opium, ganje, and bhang.
  - Molasses.
  - \*Packages in which goods are imported, except trunks and canisters, and except hogsheads and puncheons not containing coals or lime.
  - \*Paper of wood or straw for wrapping and packing, including surface coated or glazed.
  - Patterns and samples ; subject to any regulations on that behalf made by the Governor and Court of Policy.

\*Under agreement with United States.

EXEMPTIONS—*Continued.*

Photographs and engravings unframed.

\*Photographic apparatus and chemicals.

\*Printed books, not subject to duty under Ordinance No. 14 of 1851, bound or unbound, pamphlets, newspapers, and printed matter in all languages.

\*Printing presses, types, rules, spaces, and all printing accessories; printing paper of all kinds, and printing ink (all colours.)

Provisions and stores of every description imported by Her Majesty's Government for the use of Her Majesty's naval or military forces.

\*Quicksilver.

\*Rosin, tar, pitch and turpentine (crude.)

\*Salt.

\*Sewing machines, and all parts and accessories thereof.

Specimens illustrative of natural history; garden seeds, bulbs, and roots; trees, plants, vines, and seeds, and grains of all kinds for propagation or cultivation.

\*Starch of Indian corn or maize.

\*Sulphur.

\*Tan bark of all kinds, whole or ground.

\*Telegraph wire, telegraphic, telephonic, and electrical apparatus, and appliances of all kinds for communication or illumination.

Uniforms, arms, ammunition, accoutrements and prizes imported by and for the use of Her Majesty's naval or military forces, or the colonial militia, or any volunteer force or rifle association sanctioned by the Governor.

\*Varnish, not containing spirits.

\*Wall paper.

\*Watches, when not cased in gold or silver, and watch movements uncased.

\*Water pipes of all classes, materials and dimensions.

Wines, spirituous liquors, and stores imported by and for the use of the Governor.

\*Wire for fences, with the hooks, staples, nails and the like appliances for fastening the same.

\*Yeast cake and baking powders.

\*Zinc, tin and lead, in sheets, asbestos and tar paper, for roofing.

NOTE.—Although the foregoing tariff reads as for the year ended March 31, 1893, this department has no advices of any subsequent changes.

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\*Under agreement with United States.

# Trade and Commerce.

## TRINIDAD AND TOBAGO.

IMPORT DUTIES AS AMENDED IN JANUARY, 1892.

		£.	s.	d.
Bread and biscuit.....	barrel	0	0	9
Butter and butterine.....	lb.	0	0	1
Carriages on springs, four-wheeled.....	each	7	0	0
do do two-wheeled.....	do	4	0	0
Cheese.....	lb.	0	0	0½
Coal, coke and patent fuel.....	ton	0	2	0
Corn of all kinds, other than wheat and maize.....	bush.	0	0	5
Corn mea.....	barrel	0	1	6
Dogs.....	each	0	10	0
Flour.....	barrel of 196 lbs.	0	3	1½
Earthenware, glassware, hardware, furniture and leather manufactures, 4 per cent <i>ad valorem</i> .....				
Ghee.....	lb.	0	0	1
Gunpowder.....	do	0	0	7
Lard and its compounds.....	100 lbs.	0	1	6
Liquors, viz.:—				
Malt liquor in wood.....	gal.	0	0	9
do do bottles, reputed quart bottles, and so in proportion.....	doz.	0	1	3
Rum.....	proof gal.	0	7	6
Methylated spirits.....	gal.	0	1	6
All other spirits, except methylated spirits, if not exceeding the strength of proof as ascertained by Sykes's hydrometer, except tinctures admitted by the collector of customs for medicinal purposes only.....	gal.	0	10	0
Wines in bottle—				
Sparkling wines.....	gal.	0	4	0
All other wines in the bottle containing less than 42 degrees.....	do	0	2	6
And for every degree beyond 42 degrees, additional.....	do	0	0	3
Wines in wood—				
For all wines in wood containing less than the following rates of proof spirit as verified by Sykes's hydrometer, viz.:—				
22 degrees.....	do	0	0	9
32 do.....	do	0	1	3
42 do.....	do	0	2	6
And for every degree above 42 degrees additional.....	do	0	0	3
Maize.....	bush.	0	0	3½
Match, lucifer, for every gross of boxes or other packages, each box or package containing not more than 120 matches, if containing more than 120 matches, duty to be charged in proportion.....		0	2	6
Meal or other flour, not corn or wheaten.....	barrel	0	2	0
Muskets, guns, pistols, fowling pieces, gun barrels and gun stocks.....	each	0	5	0
Oil, creosote, 4 per cent <i>ad valorem</i> ; all other oils not specified.....	gal.	0	1	0
Oil meal.....	100 lbs.	0	1	0
Oleomargarine.....	lb.	0	0	0½
Opium, including all goods, wares or merchandise, mixed or saturated with opium or with any preparation thereof, except tincture of opium to be used for medicinal purposes only.....	lb.	0	15	0
Oxen, bulls and cows.....	each	0	10	0
Petroleum and products, crude or refined.....	gal.	0	0	9
Rice.....	100 lbs.	0	2	2
Soap.....	do	0	2	1
Sugar.....	do	0	10	0
Tea.....	lb.	0	0	6
Timber, sawn or hewn, superficial.....	1,000 ft.	0	8	3
Shingles.....	1,000	0	1	6
Shooks.....	bundle	0	0	3½
Staves.....	1,000	0	6	0
Wood hoops.....	1,000	0	3	0
Tobacco—				
Unmanufactured.....	lb.	0	1	1
Cigars and cigarettes.....	do	0	5	0
All other manufactured tobacco.....	do	0	2	0
Textile manufactures of all kinds, wearing apparel of all kinds, haberdashery, 4 per cent <i>ad valorem</i> .....				
Lumber in the rough or prepared for building, per £100 value.....	bush.	3	0	0
Wheat.....		0	0	3½
All other goods not exempted, per £100 value.....		6	0	0

## EXEMPTIONS.

Goods of all kinds imported or taken out of bond for the use of the Governor or of Her Majesty's land or sea forces.	Manure.
Beef and pork preserved in cans.	Meats.
Belting for machinery of leather, canvas or india-rubber.	Medicinal extracts and preparations of all kinds, including proprietary or patent medicines, but exclusive of quinine, opium, ganja and bhang.
Boats and lighters.	Paper of all kind for printing.
Books.	Paper of wood or straw for wrapping and packing, including surface coated or glazed.
Bottles of glass or stoneware.	Patent fuel.
Bran, middlings and shorts.	Photographic apparatus and chemicals.
Bridges of iron or wood, or both combined.	Printers' ink all colours.
Brooms, brushes, and whisks of broom straw.	Printed matter in all languages.
Bullion.	Printing presses, types, rules, spaces, and all accessories for printing.
Candles, tallow.	Quicksilver.
Carts, wagons, cars, and barrows, with or without springs, for ordinary roads and agricultural use ; not including vehicles of pleasure.	Rosin tar, pitch and turpentine
Clocks, mantel or wall.	Salt.
Cocoa, raw ; cocoanut.	Sewing machines and all parts and accessories thereof.
Coffee.	Ship-building materials and accessories of all kinds when used in the construction, equipment or repair of vessels or boats of and kind, except rope and cordage of all kinds, including wire rope.
Copper, bronze, zinc, and lead articles, plain and nickel plated for industrial and domestic uses, and for building.	Specie.
Cotton, raw.	Starch.
Oil meal.	Sulphur.
Crucibles and melting pots of all kinds.	Tan bark of all kinds whole or ground.
Eggs.	Telegraph wire, telegraphic, telephonic, and electrical apparatus and appliances of all kinds for communication or illumination.
Fish, fish-glue, fishing apparatus of all kinds.	Varnish not containing spirit.
Fruit.	Vegetables.
Gas fixtures and pipes.	Wall papers.
Hay and straw for forage.	Watches when not cased in gold or silver, and watch movements uncased.
Hides, raw.	Water pipes of all classes, materials and dimensions.
Houses of wood complete.	Wire for fences with the hooks, staples, nails, and the like appliances for fastening the same.
Ice.	Yeast cake and baking powders.
India-rubber and gutta-percha goods, including waterproof clothing made wholly or in part thereof.	Zinc, tin, and lead in sheets, asbestos and tar paper for roofing.
Implements, utensils, and tools for agriculture, exclusive of outlasses and forks.	
Lamps and lanterns.	
Lime.	
Live stock except oxen, bulls and cows.	
Machinery.	

## EXPORT DUTIES.

		£.	s.	d.
Sugar	1000 lbs.	3	0	
Molasses	puncheon	2	2	
do	half punch.	1	1	
do	small packages	0	8	
Rum	1000 lbs.	4	0	
Coffee and cocoa	100 lbs.	0	10	
Cocoanuts	1000	1	0	
Asphalt, or pitch, crude	ton or 240 galls.	5	0	
do boiled		7	6	
Petroleum, crude	240 galls.	8	0	
do distilled		14	8	
do refined		16	0	

# Trade and Commerce.

## BARBADOS.

Duties of Customs Inwards under the authority of The Customs Tariff Act, 1891—  
Amended by Act of 5th January, 1892, and No. 7 of 29th August, 1892.

		£	s.	d.
Arrowroot, Tous les mois and all other starches.....	100 lbs.	0	1	0
Bread, Pilot and Navy, and crackers.....	do	0	0	3
Bricks.....	1000	0	3	0
Butter.....	100 lbs.	0	7	6
Oleomargarine, margarine and their compounds.....	do	0	3	9
Candles, sperm.....	do	0	8	4
Cement.....	barrel	0	1	3
Cheese.....	100 lbs.	0	3	9
Coal and mixed preparations thereof, and coke.....	ton	0	2	6
Cocoa.....	100 lbs.	0	2	1
Coffee.....	do	0	2	6
Cordage (except twine).....	10 lbs.	0	1	6
Corn meal.....	barrel of 196 lbs.	0	0	11½
Meal, other kinds.....	do	0	1	3
Corn or maize and wheat unground.....	100 lbs.	0	0	4½
Firearms.....	each	0	10	0
Fish, dried, salted or smoked.....	112 lbs.	0	0	2½
Fish, pickled.....	barrel	0	0	5
Flour, wheat or rye.....	barrel of 196 lbs.	0	3	1½
Grain, other than corn, maize, wheat or oats, unground.....	100 lbs.	0	0	6
Oats.....	do	0	0	7½
Horses under 13½ hands high.....	each	0	10	0
Horses, all other.....	do	2	0	0
Lard and its compounds.....	100 lbs.	0	2	1
Liquors:				
Malt liquor, cider and perry, in wood.....	cask 64 galls.	0	18	9
Malt liquor, cider and perry in bottles (reputed quarts).....	dozen	0	1	3
Spirits and cordials (except rum and gin and perfumed spirits to be used as perfumery only.....)	gallon	0	10	0
Gin, for every gallon below or equal to proof by Sykes's hydrometer.....		0	5	0
Gin, for every higher degree of proof—in proportion.....			5	0
Rum, for every gallon below or equal to proof by Sykes's hydrometer.....			0	5
Rum, for every higher degree of proof—in proportion.....			0	2
Wine, sparkling.....	gallon	0	2	0
Wine, all other kinds.....				
Matches, lucifer and other kinds the gross of 12 dozen boxes, each box to contain not exceeding 100 sticks.....		0	1	0
Matches, boxes containing any greater or less quantity, to be charged in proportion.....				
Meat:				
Beef, salted or pickled.....	100 lbs.	0	3	9
Pork, salted or pickled.....	do	0	3	9
Bacon and bacon hams.....	do	0	2	6
Metals, new—				
Composition nails, bolts, bars, rods, spikes and rivets.....	100 lbs.	0	4	2
Copper, in sheets, rods, bars, bolts, spikes, nails and rivets.....	do	0	4	2
Iron hoops, bars and rods.....	do	0	0	4
Iron nails, spikes, rivets and clinches.....	do	0	1	0
Lead pipe.....	do	0	1	0
Yellow metal in sheets.....	do	0	4	2
Metals, old—				
Copper, brass and pewter.....	do	0	2	0
Mules of the value of £12 10s. and upwards (cost).....		0	15	0
Mules under the value of £12 10s (cost).....		0	10	0
Oilmeal and oilcake.....	100 lbs.	0	0	6
Petroleum and its products, crude and refined.....	gal.	0	0	1¼
Rice.....	100 lbs.	0	0	5
Soap.....	do	0	1	3
Sugar, refined.....	do	0	10	0
Tallow.....	do	0	2	0
Tea.....	lb.	0	0	3
Tobacco—				
Cigars, cheroots and cigarettes of all kinds.....	lb.	0	5	0
Snuff.....	do	0	1	6
Other, manufactured.....	do	0	1	6
Other, manufactured if in outer packages of less than eighty pounds net weight each.....	do	0	2	0
Leaf.....	do	0	1	0
Leaf, if in outer packages of less than fifty pounds net weight, each.....	do	0	1	6

## IMPORT DUTIES—Continued.

Wood—		£	s.	d.
Hemlock, birch, beech, white pine and spruce, superficial measurement of one inch thickness	1,000 ft.	0	5	0
Pitch pine in rough or prepared for building	do	0	3	9
Hoops, whether coiled or straight	1,200 pcs.	0	6	0
All other kinds, except in naves, felloes, spokes and unsquared posts	100 c ft.	0	8	4
Shingles of all descriptions	1,000 ft.	0	1	6
Staves, white and red oak, whether loose or made up in bundles or				
Shooks	1,200 pcs.	0	3	0
Oxbows	doz	0	0	6
Truss hoops	set of nine.	0	1	3

All other articles not in this table particularly enumerated or in Table B, particularly exempted to pay eight per cent *ad valorem*, except boots and shoes made wholly or in part of leather which shall pay four per cent *ad valorem*.

TABLE B.—EXEMPTIONS FROM DUTY.

All articles for the use of the Governor of the island.	Animals alive—to include only asses, sheep, goats, hogs and poultry and horses for breeding.
All articles and things whatever imported by the local government for the police or for public institutions.	Asphalt.
All articles specially imported for the use of decoration or building or repairing of any place of worship and not imported for sale on the certificate to that effect of the officiating minister.	Beef—including tongues smoked and dried.
All articles and things of every description imported by any naval officer on full pay in Her Majesty's service for his use and accommodation, on the certificate to that effect of the officer so importing.	Beef and pork preserved in cans.
The Governor, purchasing any article whatsoever, shall be entitled to have the duty refunded to him out of the public treasury on the warrant of the Governor in Executive Committee on the certificate that he is entitled to the refund.	Belting for machinery of leather, canvas or india-rubber.
Where horses are purchased by the Governor direct from the importer within six months after the date of import, the duty shall be allowed him on the warrant of the Governor in Executive Committee, on the certificate that he is entitled to the refund.	Blubber and heads and offals of fish.
All articles and things of every description, imported as general, military or naval stores for the use of Her Majesty's military or naval forces, and all building materials and supplies, imported or taken out of bond under the authority of Her Majesty's treasury for military and naval services, under certificate from the head of the department concerned. Chargers imported by, and <i>bona fide</i> the property of field officers or departmental officers of relative rank, or of staff officers or adjutants of regiments, and necessary for the proper discharge of their military duties under a certificate from the assistant adjutant general.	Boats and lighters.
Articles of personal and horse equipments necessary for the performance of military duty, under a certificate from the head of the department concerned. Horses imported for the commissariat department or purchased for the commissariat department within six months of their being imported, under a certificate from the head of the commissariat department.	Bones and horns.
	Books, bound and unbound, pamphlets, newspapers and printed matter in all languages, forms and papers (whether printed or manuscript), maps, charts, school globes, engravings, music, pictures, statutes and other works of art. Provided always that the importations of books shall be subject to the provisions of copyright laws.
	Bottles of glass or stoneware.
	Bran, middlings or shorts.
	Bridges of iron, or wood, or both combined.
	Brooms, brushes and whisks of broom straw.
	Bullion, coin and diamonds, including gold and silver coin of the United States.
	Calves, sucking and foals.
	Cassaripe.
	Candles, tallow.
	Carts, wagons, cars, and barrows, with or without springs for ordinary roads, and agricultural use not including vehicles of pleasure.
	Cattle.
	Clocks, mantel or wall.
	Copper, bronze, zinc, and lead articles plain and nickle-plated for industrial and domestic uses and for building.
	Cocoanuts.
	Cotton wool
	Cotton seed and its products.
	Crucibles and melting pots of all kinds.
	Eggs.
	Fresh fish and turtle.
	Fish on ice and salmon and oysters in cans.
	Fishing apparatus of all kinds.
	Fruit and vegetables, fresh and dried, when not canned, tinned or bottled.
	Fresh meats.
	Fuel, wood and charcoal.
	Gas fixtures and pipes.
	Gravel, sand, soil, earth and peat.



# Trade and Commerce.

## EXEMPTIONS—Continued.

- Green ginger.  
Hay and straw for forage and other purposes.  
Hoesticks.  
Horses brought into the island by equestrian companies, provided the same are taken away by them on leaving, and race horses on every occasion after the first importation thereof, provided no drawback had been claimed thereon on exportation.  
Houses of wood complete.  
Hulls, boats, masts, spars, apparel, tackle and furniture of vessels condemned by survey, and on which tonnage duty shall have been paid.  
India-rubber and gutta percha goods, including waterproof clothing, made wholly or in part thereof.  
Implements, utensils and tools for agriculture, exclusive of cutlasses and forks.  
Lamps and lanterns.  
Lemon and lime juice.  
Leeches.  
Lime—building and temper—and all other kinds and limestone.  
Live and dead stock—not enumerated in Table A.  
Locomotives, railway rolling stock, rails, railway ties and all material and appliances for railways and tramways.  
Logwood.  
Machinery to be used for the reaping or manufacture of sugar.  
Manure, including fertilizers of all kinds, natural and artificial.  
Marble or alabaster in the rough or squared, worked or carved for building purposes or monuments.  
Medicinal extracts and preparations of all kinds including proprietary or patent medicines, exclusive of quinine or preparations of quinine, opium, ganje or bhang.  
Metals—old iron and lead.  
Molasses.  
Oars and sweeps.  
Packages in which goods are imported, except new trunks, vats, hogsheads and puncheons.  
Passengers' baggage containing apparel and articles of personal use and professional apparatus.  
Patterns and samples of no intrinsic value.  
Personal effects of individuals, belonging to this island dying abroad,  
Papers of all kinds for printing.  
Paper of wood or straw for wrapping and packing including surface coated or glazed.  
Photographic apparatus and chemicals.  
Printers' ink—all colours.  
Printing presses, types, rules, spaces and all accessories for printing.  
Pozzolana.  
Quicksilver.  
Rags.  
Rawhides and skins.  
Salt.  
Sawdust.  
Soda water and mineral water.  
Specimens illustrative of natural history, seeds, bulbs and roots and cuttings of plants, and shrubs of all kinds.  
Spars.  
Sugar, raw or muscovado.  
Sugar, crystallized vacuum pan.  
Sewing machines and all parts and accessories thereof.  
Ship-building materials and accessories of all kinds when used in the construction, equipment or repair of vessels or boats of any kind, except ropes and cordage of all kinds including wire rope.  
Starch of Indian corn or maize.  
Steam and power engines and machinery and apparatus whether stationary or portable, worked by power and or by hand, for agriculture, irrigation, mining, the arts and industries of all kinds, and all necessary parts and appliances for the erection or repair thereof, or the communication of motive power thereto.  
Steam boilers and steam pipes.  
Sulphur.  
Tablets, and tombstones and all the appurtenances thereto, imported specially for immediate erection and not for sale; on certificate of the person for whom imported.  
Tar, pitch, resin and turpentine.  
Turtle and tortoise shell, unmanufactured.  
Tan, bark of all kinds, whole or ground.  
Telegraph wire, telegraphic, telephonic and electrical apparatus, and appliances of all kinds for communication or illumination.  
Trees, plants, vines and seeds and grain of all kinds for propagation or cultivation.  
Varnish not containing spirits.  
Wall papers.  
Watches when not cased in gold or silver and watch movements uncased.  
Water pipes of all classes, materials and dimensions.  
Wire for fences with hooks, staples, nails and the like appliances for fastening the same.  
Yeast cake and baking powders.  
Zinc, tin and lead in sheets, asbestos and tar paper for roofing.
- NOTE.—Under provision of Act 11th October, 1890 the duty on gunpowder is abolished, and instead thereof a fee of 2d per lb. is charged on all gunpowder imported which includes storage in the powder magazine for four years.

## GRENADA.

## CUSTOMS TARIFF—(AS PUBLISHED IN 1892.)

*Import Duties.*

		£	s.	d.
Bread.....	100 lbs.	0	2	0
Butter.....	lb.	0	0	1
Candles—all except tallow	do	0	0	2
do tallow.....	100 lbs.	0	5	0
Cocoa.....	do	0	10	0
Coffee.....	lb.	0	0	2
Flour, wheaten.....	barrel	0	4	0
do other kinds.....	do	0	2	0
Fish, dried or preserved.....	100 lbs.	0	1	0
do salmon, pickled or preserved.....	lb.	0	0	1
do mackerel and other descriptions.....	barrel	0	2	0
Grain, viz. :—Corn, oats, maize, beans and peas.....	bushel	0	0	6
do barley.....	100 lbs.	0	0	6
Gunpowder.....	lb.	0	0	6
Lard.....	do	0	0	1
Live stock—				
Asses.....	each	0	6	0
Cows, bulls and oxen.....	do	0	12	0
Calves.....	do	0	6	0
Dogs.....	do	0	10	0
Goats.....	do	0	1	0
Horses.....	do	1	5	0
Mules.....	do	0	12	6
Sheep.....	do	0	2	0
Swine and hogs.....	do	0	2	6
Malt, cider and perry.....	gall.	0	0	6
do in bottles.....	doz. qts.	0	1	0
Matches.....	gross	0	2	0
Meal—corn, oil and oat.....	100 lbs.	0	2	0
Meat, dried or preserved.....	do	0	5	0
Molasses.....	gall.	0	0	1
Oils, viz. :—				
Olive, sperm, lard.....	do	0	1	0
Kerosene oil.....	do	0	0	2½
Oils, all other kinds.....	do	0	0	9
Opium.....	lb.	0	10	0
Rice.....	100 lbs.	0	2	0
Soap.....	do	0	2	0
Spirits—Sweetened, bitters, liqueurs and cordials, the liquid gallon.....		0	5	0
Gin or rum, per proof gallon according to Sykes's hydrometer, and so on in proportion for any and for each and every degree of strength greater or less than the strength of proof.....		0	5	0
Brandy or whiskey or any other kind of imported spirits or strong waters, per proof gallon according to Sykes's hydrometer, and so on in proportion for any and for each and every degree of strength greater or less than the strength of proof.....		0	6	0
Sugar.....	100 lbs.	0	5	0
Tallow.....	do	0	4	0
Tea.....	lb.	0	0	6
Tobacco or snuff.....	do	0	0	6
Cigars and cigarettes.....	do	0	4	0
do long.....	do	0	1	0
Wines, all 25 per cent <i>ad valorem</i> .....				
Wood, viz. :—Pitch, pine white, yellow, spruce and all other descriptions of lumber.....	1,000 ft. sup.	0	10	0
Staves.....	do	0	6	0
Shooks and packs.....	bundle	0	0	6
Shingles.....	1,000	0	3	0

And after the above rates for any greater or less quantity of every such article.

Articles of any sort not above specifically mentioned and not contained in the following list of exemptions pay a duty of £7, 10 per cent *ad valorem*.

## Trade and Commerce.

### EXEMPTIONS.

Coal, coin, bullion, diamonds, fresh fruit and vegetables, manures, straw, ice, fresh fish, printed books and papers, plants of all kinds, works of art not imported for sale, tombstones, old furniture, being personal effects of passengers arriving, and articles for the use of Her Majesty's service for the use of the Government of Grenada and any articles imported for the use of the Governor.

Articles specially imported for the use of any place of worship and not imported for sale.

### PROHIBITIONS.

The following goods, wares, and merchandise are absolutely prohibited from being imported : Indecent or obscene prints, paintings, books, cards lithographic or other engravings, or other indecent or obscene articles. Any goods or articles prohibited by Order in Council under section 71 of "The Customs Ordinance, 1887," volatile petroleum (i. e.) such as gives off inflammable vapour at a temperature less than 80 degrees Fahrenheit.

### EXPORT DUTIES.

	£	s.	d.
Molasses—For every puncheon not exceeding 100 gallons contents . . . . .	0	4	0
Rum—For every puncheon not exceeding 100 gallons contents . . . . .	0	4	0
Cocoa—For every bag not exceeding 160 lbs. in weight . . . . .	0	1	4
Spices—For every 100 lbs. in weight . . . . .	0	2	0
All other packages in proportion, and at and after the same rates for any greater or smaller quantity . . . . .			
Sugar—For every hogshead 40 inch. truss, not exceeding 1,800 lbs. in weight . . . . .	0	4	0
do For every tierce not exceeding 1,000 lbs. in weight . . . . .	0	2	0
do For every barrel not exceeding 250 lbs. in weight . . . . .	0	0	6

NOTE—The collection of export duties was suspended during the year 1892 by Ordinance No. 17 of 1891, but no Ordinance has yet been issued suspending these export duties during 1893.

## CUSTOMS TARIFF ST. VINCENT.

*Import Duties.*

IMPORTS TARIFF ORDINANCES, 1881, 1887 AND 1888.

		£	s.	d.
Bread and biscuits	barrel.	0	0	6
Bricks, tiles, and slates	1,000	0	8	0
Butter	lb.	0	0	1
Candles, except of tallow	100 lbs.	0	10	0
Cheese	lb.	0	0	0½
Cordage	100 lbs.	0	5	0
Coffee	do	0	5	0
Corn and maize	bushel.	0	0	3
Corn meal	barrel.	0	1	6
Cattle, horses	each.	2	0	0
do horses under 14 hands (not for breeding purposes)	do	1	0	0
do mules	do	0	15	0
Dogs	do	0	10	0
Flour, wheaten	barrel.	0	3	0
do meal not wheaten	do	0	2	0
Fish, smoked, dried or salted	100 lbs.	0	1	0
do pickled per barrel not exceeding	200 do	0	1	0
Grain, except corn and maize	bushel.	0	0	4
Lard, and its compounds	100 do	0	2	1
Meat, beef and pork, salted or cured, per barrel not exceeding	200 do	0	9	4½
do preserved in tins, except beef and pork	lb.	0	0	1½
do dried or smoked, say hams, bacon	do	0	0	0½
Metals, composition	do	0	0	1
do iron, galvanized	do	0	0	0½
do do not galvanized	do	0	0	0¼
Matches, per gross of boxes not exceeding 100 in each box		0	0	6
Malt liquors in wood	hogshead.	0	15	0
do in bottles, reputed quarts	doz.	0	1	0
Oil, kerosene	gal.	0	0	2½
do all other	do	0	0	6
do meal or oil cake, per puncheon not exceeding	750 lbs.	0	6	3
Paints and paint stuffs	100 do	0	2	6
Petroleum and its products, crude or refined	gal.	0	0	1½
Rice	lb.	0	0	0½
Salt, coarse	barrel.	0	0	3
do fine, per sack of	4 bushels.	0	0	6
Shingles, cedar and pine	do	0	2	0
do all other kinds	do	0	4	0
Shooks and packs not exceeding 35 staves	bundle	0	0	6
Soap	lb.	0	0	0½
Spirits, brandy	proof gal.	0	6	6
do other spirits	do	0	5	6
do liqueurs, cordials and bitters	gal.	0	6	6
Headings	1,000 pc's.	0	12	6
Shooks and staves not exceeding 35 staves	bundle.	0	0	3
Sugar, muscovado	100 lbs.	0	1	6
do crystallized	do	0	3	0
do refined	do	0	4	0
Tobacco, unmanufactured	lb.	0	0	6
do long cigars, commonly called Long Toms	do	0	1	0
do cigars and cigarettes of all kinds	do	0	3	0
do all other manufactured	do	0	1	0
Turpentine, spirits of	gal.	0	0	6
Tallow, mill and cart grease	lb.	0	0	0½
Wood, spruce and white pine	1,000	0	6	3
Lumber of pitch pine in rough or prepared for building	do	0	9	4½
Wood, all other kinds	do	0	12	6
do hoops	do	0	6	3
Wines	100l of val.	25	0	0
Tea	lb.	0	0	6

Boots and shoes made wholly or in part of leather, 5 per cent *ad valorem*.Oleomargine 5 per cent *ad valorem*.All and every sort and description of goods, wares, and merchandise not above enumerated and not exempted 10 per cent *ad valorem*.

# Trade and Commerce.

## FREE GOODS.

- Animals, alive, to include only asses, sheep, goats, hogs, and poultry, and horses for breeding.
- Beef, including tongues, smoked, and dried.
- Beef and pork, preserved in cans.
- Belting for machinery, of leather, canvas, or india-rubber.
- Boats and lighters.
- Books, bound or unbound, pamphlets, newspapers and printed matter in all languages.
- Bones and horns.
- Bottles of glass or stoneware.
- Bran, middlings and shorts.
- Bridges of iron or wood, or of both combined.
- Brooms, brushes and whisks of broom straw.
- Candles, tallow.
- Carts, wagons, cars and barrows, with or without springs, for ordinary roads and agricultural use, not including vehicles of pleasure.
- Clocks, mantel or wall.
- Copper, bronze, zinc and lead articles, plain and nickel plated, for industrial and domestic uses and for building.
- Cotton seed and its products.
- Crucibles and melting pots of all kinds.
- Eggs.
- Fertilizers of all kinds, natural and artificial.
- Fish, fresh, or on ice, and salmon and oysters in cans.
- Fishing apparatus of all kinds.
- Fruit and vegetables, fresh and dried, when not canned, tinned or bottled.
- Gas fixtures and pipes.
- Gold and silver coin of the United States and bullion.
- Hay and straw for forage.
- Houses of wood, complete.
- Ice.
- India-rubber and gutta percha goods, including waterproof clothing made wholly or in part thereof.
- Implements, utensils, and tools for agriculture, exclusive of cutlasses and forks.
- Lamps and lanterns.
- Lime of all kinds.
- Locomotives, railway rolling stock, rails, railway ties, and all materials and appliances for railways and tramways.
- Marble or alabaster, in the rough or squared, worked or carved, for building purposes or monuments.
- Medicinal extracts and preparations of all kinds, including proprietary or patent medicines, but exclusive of quinine or preparations of quinine, opium, ganje and bhang.
- Paper of all kinds for printing.
- Paper of wood or straw, for wrapping and packing, including surface-coated or glazed.
- Photographic apparatus and chemicals.
- Printers' ink, all colours.
- Printing presses, types, rules, spaces, and all accessories for printing.
- Quicksilver.
- Resin, tar, pitch, and turpentine.
- Salt.
- Sewing machines and all parts and accessories thereof.
- Shipbuilding materials and accessories of all kinds when used in the construction, equipment, or repair of vessels or boats of any kind, except rope and cordage of all kinds, including wire rope.
- Starch of Indian corn or maize.
- Steam and power engines and machines; machinery and apparatus whether stationary or portable worked by power or by hand for agriculture, irrigation, mining, the arts and industries, of all kinds, and all necessary parts and appliances for the erection or repair thereof, or the communication of motive power thereto.
- Steam boilers and steam pipes.
- Sulphur.
- Tanbark of all kinds, whole or ground.
- Telegraph wire; telegraphic, telephonic and electrical apparatus; and appliances of all kinds for communication or illumination.
- Trees, plants, vines, and seeds and grains of all kinds for propagation or cultivation.
- Varnish, not containing spirits.
- Wall papers.
- Watches when not cased in gold or silver, and watch movements uncased.
- Water pipes of all classes, materials and dimensions.
- Wire for fences, with the hooks, staples, nails, and the like appliances for fastening the same.
- Yeast cake and baking powders.
- Zinc, tin and lead in sheets; asbestos and tar paper, for roofing.
- Packages in which duty-free goods are imported, if usual and proper for the purpose.

## EXPORT DUTIES.

(Ordinances, 1878 and 1888.)

	s.	d.
Sugar, per hogshead, over 40 in. truss.....	6	0
do 38 in. to 40 in. truss.....	5	2
do 34 in. to 38 in. truss.....	4	6
do under 34 in. truss and over 672 lbs.....	3	5
do per cask, 336 lbs. to 672 lbs.....	1	9
do package, under 336 lbs.....	0	10
Spirits, per package, over 52 gallons.....	1	0
do not over 52 gallons.....	0	6
Molasses, per puncheon of 50 gallons.....	0	9
do under 90 gallons.....	0	6
Arrowroot, per 200 lbs.....	0	6
Cotton and cocoa, per cwt.....	0	3

*Immigration Aid, Ordinances 1887 and 1888.*

Sugar, per hogshead, over 40 in. truss.....	1	6
do 34 in. to 40 in. truss.....	1	3
do under 34 in. truss and over 672 lbs.....	0	10
Sugar, per package, under 672 lbs.....	0	2
Spirits, per cask, over 60 gallons.....	0	6
do not over 60 gallons.....	0	3
Molasses, per puncheon of 60 gallons.....	0	6
do under 60 gallons.....	0	3
Cotton, coffee and cocoa, per cwt.....	0	3
Spices, per 8 lbs.....	0	1

# Trade and Commerce.

## CUSTOMS TARIFF OF SAINT LUCIA.

(As published February, 1892, with subsequent amendments.)

		£.	s.	d.
Aerated non-alcoholic drinks. <i>See</i> Lemonade.				
Ale. <i>See</i> Malt.				
Animals, alive—				
Horses, mares, and geldings.....	each	0	40	0
Mules, 5 per cent <i>ad valorem</i> .				
Arms and ammunition, 20 per cent <i>ad valorem</i> .				
Arrowroot.....	lb.	0	0	0½
Bacon and bacon hams.....	do	0	0	1
Beans.....	bushel	0	0	4
Beef, salted or pickled.....	lb.	0	0	0½
Beer. <i>See</i> Malt.				
Boots and shoes, made wholly or in part of leather, 5 per cent <i>ad valorem</i> .				
Biscuits and bread, common.....	barrel	0	1	0
do do fancy.....	100 lbs.	0	2	0
Brandy. <i>See</i> Spirits.				
Bricks.....	1,000	0	7	6
Butter, butterine, margarine, and all imitations of butter, and butter substitutes, except oleomargarine.....	lb.	0	0	2
do do do.....	do	0	0	2
Candles, other than tallow.....	each	0	5	0
Cattle and cows, other than oxen.....	lb.	0	0	0½
Cheese.....	do	0	1	6
Cigarettes.....	do	0	3	0
Cigars and snuff.....	do	0	0	1
Cocoa, including chocolate and all other kinds of prepared cocoa.....	do	0	0	1
Coffee.....	do	0	0	1
Cordials, 20 per cent <i>ad valorem</i> .				
Corn or maize.....	bushel	0	0	4½
Cornmeal.....	barrel	0	1	6
Currants.....	lb.	0	0	1
Figs.....	do	0	0	1
Fish—				
Salted and dried.....	cwt.	0	3	0
Pickled salmon.....	do	0	5	0
Herrings, mackerel, shad, and other pickled fish.....	do	0	2	6
Flour of wheat.....	barrel	0	3	1½
Gin. <i>See</i> Spirits.				
Ginger ale. <i>See</i> Lemonade.				
Glue.....	lb.	0	0	1
Gunpowder.....	do	0	0	3
Hair.....	do	0	0	2
Horses. <i>See</i> Animals.				
Hulks, 20 per cent <i>ad valorem</i> .				
Indigo.....	do	0	0	6
Lard and its compounds.....	do	0	0	0½
Lemonade, soda water, and ginger ale, including all aerated non-alcoholic drinks.....	dozen	0	0	9
Liqueurs, 20 per cent <i>ad valorem</i> .				
do do.....				
Jewellery.....				
Lumber of pitch pine, in rough or prepared for buildings.....	1,000 ft.	0	12	0
do white and spruce pine.....	do	0	10	0
Macaroni.....	lb.	0	0	1
Maize.....	bushel	0	0	4½
Malt liquors—				
Ale, beer, and porter, in wood.....	gallon	0	0	6
do do bottles.....	dozen	0	1	3
Margarine. <i>See</i> Butter.				
Nails, of iron or wire, and other kinds.....	100 lbs.	0	2	0
Nuts—				
Almonds.....	lb.	0	0	1
Ground.....	bushel	0	0	6
Oats.....	do	0	0	4
Oil—				
Engine, lard, linseed, naphtha, olive, sperm, and other kinds, not including cottonseed oil, and medicinal and perfumed oils.....	gallon	0	0	6
Kerosene. <i>See</i> Petroleum.				
Oilcake and oilmeal.....	100 lbs.	0	0	9
Oleomargarine.....	lb.	0	0	1
Packages, inner, when containing goods liable to an <i>ad valorem</i> duty, to be liable to the same duty as the goods contained in them; when the cost is stated in the invoice, a duty of 10 per cent <i>ad valorem</i> to be levied.				
Pease.....	bushel.	0	0	4
Pepper.....	lb.	0	0	2

## IMPORT DUTIES—Continued.

		£.	s.	d.
Perfumery, 20 per cent <i>ad valorem</i> .				
Petroleum and its products, crude or refined	gallon	0	0	1½
Pork, salted or pickled	lb.	0	0	0¼
Porter. <i>See</i> Malt Liquor.				
Powder, fancy, 20 per cent <i>ad valorem</i> .				
Raisins	do	0	0	1
Rice	100 lbs.	0	2	0
Rum. <i>See</i> Spirits.				
Shingles—				
Cypress	1,000	0	4	0
Pine	do	0	3	0
Wallaba	do	0	5	0
Silver plate and plated ware, 20 per cent <i>ad valorem</i> .				
Snuff	lb.	0	3	0
Soap—				
Fancy, including all scented and toilet soaps, 20 per cent <i>ad valorem</i> .				
Other than fancy	100 lbs.	0	2	6
Soda water. <i>See</i> Lemonade.				
Spirits—				
Brandy, gin, rum, whisky, and other spirits according to proof by Sykes's hydrometer.	gallon	0	8	0
And a further duty on every gallon in proportion to the duty for every higher degree of strength, and a less duty on every gallon in proportion to the duty for every lesser degree of strength, according to the proof of Sykes's hydrometer.				
Sugar—				
Muscovado or Usine	lb.	0	0	0½
Refined	do	0	0	2
Tallow	100 lbs.	0	2	6
Tea	lb.	0	0	6
Tobacco—				
Cigarettes	do	0	1	6
Cigars and snuff	do	0	3	0
Other manufactured and unmanufactured	do	0	0	10
Tongues, salted and cured	do	0	0	2
Vermicelli	do	0	0	1
Vinegar	gallon	0	0	3
Wheat, 7½ per cent <i>ad valorem</i> .				
Whisky. <i>See</i> Spirits.				
Wines, 20 per cent <i>ad valorem</i> .				
All other articles not enumerated above and not included in Tables of Exemptions, 15 per cent <i>ad valorem</i> .				

## EXEMPTIONS.

*For the Manufacture of Sugar and other Products.*

Bags and bagging.  
Boiler coating.  
Cane shoots of galvanized iron or other metal.  
Casks, empty.  
Charcoal, animal.  
Chemicals or their compounds.  
Coolers.  
Engine packing.  
Filter bags and filter bagging.  
Filters for using animal charcoal.  
Fire bricks and fire clay for furnaces or steam boilers.  
Furnaces and fire bars.  
Iron buildings.  
Mules.  
Oxen.  
Shooks and staves.  
Trucks.  
Truss hoops.  
Wire rope for cane carriers.  
Woodhoops.

NOTE.—The parts or accessories of any of the above named articles shall also be exempt from duty.

*For Military and Naval Service.*

All articles and things of every description imported as general, Military, or Naval stores for the use of Her Majesty's Military and Naval Forces, and all building materials and supplies imported or taken out of bond, under the authority of the Treasurer, for military and naval services, under certificate from the head of the department concerned.  
Charges imported by, and *bona fide* the property of, field officers, or departmental officers of relative rank, or of staff officers or adjutants of regiments, and necessary for the proper discharge of their military duties, under a certificate from the Assistant Adjutant General or the officer commanding the troops in the colony.  
Articles of personal and horse equipment necessary for the performance of military duty, under a certificate from the head of the department concerned.  
Horses, mules, and other draft animals imported or purchased for the Commissariat Department, within six months of their being imported, under a certificate from the head of the Commissariat Department.



# Trade and Commerce.

## EXEMPTIONS—Continued.

Wines and other liquors for the use of naval messes.

### *For Governor and Government.*

All articles for the use of the Governor and the public service.

### *General.*

Alabaster. *See* Marble.  
Animals, alive; to include only asses, sheep, goats, hogs, and poultry, and horses for breeding.  
Asbestos for roofing.  
Baking powder.  
Beef, including tongues, smoked and dried.  
Beef and pork, preserved in cans.  
Bells for churches, schools, and plantations.  
Belting for machinery, of leather, canvas, or india-rubber.  
Boats and lighters.  
Bones and horns.  
Book, bound or unbound, pamphlets, newspapers, and printed matter in all languages, including music, maps, and copy books, but not including receipt books, bill heads, and forms.  
Bottles of glass or stoneware.  
Bran, middlings, and shorts.  
Bridges of iron or wood, or of both combined.  
Bronze articles. *See* Copper.  
Brooms, brushes, and whisks of broom straw.  
Bulbs and roots of flowering plants or shrubs.  
Bullion.  
Candles, tallow.  
Cards (Christmas, Birthday, and New Year), not imported for sale.  
Carts, wagons, cars, and barrows, with or without springs, for ordinary roads and agricultural uses; not including vehicles of pleasure.  
Clocks, mantel or wall.  
Coal and coal baskets.  
Coin.  
Copper, bronze, zinc, and lead articles, plain and nickel plated, for industrial and domestic uses, and for building.  
Cotton seed and its products.  
Crucibles and melting pots of all kinds.  
Diamonds.  
Diggs.  
Electrical apparatus. *See* Telegraph wire.  
Engines. *See* Steam and power engines.  
Fertilizers of all kinds, natural and artificial.  
Fish, fresh or on ice, and salmon and oysters in can.  
Fishing apparatus of all kinds.  
Fruits and vegetables, fresh and dried, when not canned, tinned, or bottled.  
Gas fixtures and pipes.  
Hay.  
Houses of wood, complete.  
Ice.  
Implements, utensils, and tools for agriculture, exclusive of cutlasses and forks.  
India-rubber and gutta percha goods, including waterproof clothing made wholly or in part thereof.

Lamps and lanterns.  
Lead. *See* Zinc.  
Lead articles. *See* Copper.  
Lime of all kinds.  
Locomotives, railway rolling stock, rails, railway ties, and all material and appliances for railways and tramways.  
Machinery for coasting steamers.  
Machines. *See* Steam and power engines.  
Marble and alabaster, in the rough or squared, worked or carved, for building purposes or monuments.  
Meat, fresh.  
Medicinal extracts and preparations of all kinds, including proprietary or patent medicines, but exclusive of quinine, or preparations of quinine, opium, ganje and bhang.  
Packages in which goods are imported, if usual and proper for the purpose.  
Paper of all kinds for printing.  
Paper of wood or straw for wrapping and packing, including surface coated or glazed.  
Passengers' baggage: wearing apparel and other articles in the actual use of the passenger.  
Patterns and samples which in the opinion of the treasurer are imported exclusively as such.  
Photographic apparatus and chemicals.  
Pipes. *See* Steam boilers and Water.  
Pitch.  
Plants of all kinds.  
Portraits, family.  
Poultry.  
Printed books, &c. *See* Books.  
Printers' inks, all colours.  
Printing presses, types, rules, spaces, and all printing accessories.  
Professional apparatus of passengers.  
Quicksilver.  
Rosin, tar, pitch, and turpentine.  
Salt.  
Seeds. *See* Bulbs.  
Sewing machines, and all parts and accessories thereof.  
Ship building materials and accessories of all kinds, when used in the construction, equipment or repair of vessels or boats of any kind, except rope and cordage of all kinds, including wire rope.  
Specimens illustrative of natural history, mineralogy, and geology.  
Starch of Indian corn or maize.  
Steam and power engines, and machines, machinery, and apparatus, whether stationary or portable, worked by power or by hand, for agriculture, irrigation, mining, the arts and industries of all kinds, and all necessary parts and appliances for the erection or repair thereof, or the communication of motive power thereto.  
Steam boilers and steam pipes.  
Straw.  
Sulphur.  
Tan bark of all kinds, whole or ground.  
Tar.  
Tar paper for roofing.  
Telegraph wire, telegraphic, telephonic, and electrical apparatus, and appliances of all kinds for communication or illumination.

EXEMPTIONS—*Continued.*

Tin. *See* "Zinc."

Trees, plants, vines, and seeds, and grains of  
all kinds for propagation or cultivation.

Turpentine.

Varnish, not containing spirits.

Vegetables. *See* Fruit.

Wall papers.

Watches, when not cased in gold or silver, and  
watch movements uncased.

Water pipes of all classes, materials, and  
dimensions.

Wire for fences with the hooks, staples, nails,  
and the like appliances for fastening the  
same.

Yeast cake and baking powders.

Zinc, tin, and lead, in sheets, asbestos and tar  
paper, for roofing.

Zinc articles. *See* Copper.

# Trade and Commerce.

## LEEWARD ISLANDS

*Comprising, ANTIGUA, ST. KITTS, NEVIS, DOMINICA, MONTSERRAT AND VIRGIN ISLANDS.*

*(As published in 1892.)*

### IMPORT DUTIES.

#### SCHEDULE I.

		£	s.	d.
Aerated and mineral waters	doz. reputed pints.	0	0	6
<b>Alcoholic liquors—</b>				
Ale, beer, porter, stout, perry and cider	doz. reputed qts.	0	1	6
do do do in cask	gal.	0	0	6
Bitters of all kinds	doz. reputed pts.	0	2	0
C rdials, liqueurs and sweetened spirits	gal.	0	5	0
Spirits, not sweetened, not exceeding the strength of proof by Sykes's hydro-				
meter, and so in proportion for any greater strength of proof, viz. :—				
Brandy	gal.	0	5	0
Gin	do	0	4	2
Rum	do	0	3	3
Whisky	do	0	4	6
All other spirits	do	0	4	2
Wines (including all flavoured or medicated wine) 25 per cent <i>ad valorem</i>				
<b>Animals—</b>				
Cattle	each.	0	5	0
Horses, not imported for breeding only	do	0	41	8
Mules	do	0	9	6
Bricks and tiles	1,000	0	6	3
Boots and shoes, 4½ per cent <i>ad valorem</i> .				
Cement	barl.	0	2	0
Coal, coke and patent fuel	ton.	0	2	6
Drugs, viz., opium, bhang, or ganje	lb.	0	10	0
Other drugs, vegetable or mineral, not exempted, and medical and surgical instruments and appliances, 7½ per cent <i>ad valorem</i> .				
<b>Grain—</b>				
Corn and wheat	bushel.	0	0	2½
Oats	do	0	0	6
Peas, beans, barley and calavances	do	0	0	8
Rice	100 lbs.	0	2	1
<b>Guns and ammunition—</b>				
Fire-arms of all kinds	each.	0	20	0
Gunpowder and all explosives	lb.	0	0	4
Fireworks and percussion caps, cartridges and cartridge cases, 20 p.c. <i>ad valorem</i>				
Matches	gross.	0	3	0
Oil meal and linseed meal and similar preparations	100 lbs.	0	1	0
Perfumery and perfumed spirits, hair oil, pomades, powders, scented or fancy soaps, and all toilet accessories, 20 per cent <i>ad valorem</i> .				
<b>Provisions—</b>				
Arrowroot, sago, tapioca, and all similar starches, and all preparations of the same	100 lbs.	0	2	1
Beef, in pickle or salt	do	0	3	3
Bread and biscuit, not in tin	do	0	0	10
Butter	do	0	10	0
Cheese	do	0	4	6
Coffee, cocoa and chocolate	do	0	10	0
Corn meal, not exceeding 200 lbs.	barrel.	0	1	8
Fish, dried and smoked	cwt.	0	1	6
Pickled salmon, not exceeding 200 lbs.	barrel.	0	8	0
do mackerel, not exceeding 200 lbs.	do	0	3	0
do herring and other, not exceeding 200 lbs.	do	0	2	6
Flour of wheat	do	0	3	6
Oatmeal or rye meal	do	0	4	0
<b>Fruits and vegetables—</b>				
Canned, tinned or bottled	lb.	0	0	1
Almonds, currants, citron, figs, nuts and raisins	do	0	0	2½
Hams and bacon	100 lbs.	0	3	4
Lard and its compounds	do	0	3	0
Macaroni and vermicelli	do	0	5	0
Oleomargarine	do	0	5	0
Pork in pickle or salt	do	0	2	11
Sausages and tongues (except smoked tongues)	do	0	10	0
Sugar, muscovado and melado	do	0	5	0
All other	do	0	10	0
Tea	lb.	0	0	6
Vinegar	gal.	0	0	3

## IMPORT DUTIES—Continued.

SCHEDULE I.		£	s.	d.
Tallow and oils—				
Candles, except tallow	100 lbs.	0	16	8
Oils, castor and cod-liver	gal.	0	1	6
Olive	do	0	1	0
All other not being rock oil	do	0	0	8
Petroleum and its products, case of 8 Imperial gallons	do	0	1	6
Soap (not being scented or fancy soap)	100 lbs.	0	4	2
Tallow, coomb, axle, or machine grease	do	0	10	0
Tobacco—				
Cigars (except those known as "long toms")	lb.	0	5	0
Long toms	do	0	2	6
Cigarettes	do	0	2	6
Leaf—If imported in packages containing not less than 500 lbs.	do	0	0	9
If imported in packages containing less than 500 lbs.	do	0	2	0
Manufactured (including snuff)	do	0	2	6
Wood—				
Cedar and pine shingles	1,000	0	3	0
Cypress and wallaba shingles	do	0	5	0
Hoops	1,200	0	8	4
Pitch pine, superficial measure of one inch thick	1,000	0	8	4
Oak, beech, elm, mahogany, hickory, and all hardwoods, superficial measure of one inch thick	do	0	41	8
White pine and spruce, superficial measure of one inch thick	do	0	8	4
Staves	do	0	5	0½
Shooks	each.	0	0	3
All articles or things not specified as dutiable, and not included in the table of exemption 10 per cent <i>ad valorem</i> .				

## FREE LIST.

## SCHEDULE II. (PART I.)

Animals, alive, to include only asses, sheep, goats, hogs, and poultry, and horses for breeding.	Hay and straw for forage.
Beef, including tongues, smoked and dried.	Houses of wood, complete.
Beef and pork, preserved, in cans.	Ice.
Belting for machinery, of leather, canvas, or india-rubber.	India-rubber and gutta-percha goods, including waterproof clothing made wholly or in part thereof.
Boats and lighters.	Implements, utensils, and tools for agriculture, exclusive of cutlasses and forks.
Books, bound or unbound, pamphlets, newspapers, and printed matter in all languages.	Lamps and lanterns.
Bones and horns.	Lime of all kinds.
Bottles, of glass or stoneware.	Locomotives, railway rolling stock, rails, railway ties, and all materials and appliances for railways and tramways.
Bran, middlings and shorts.	Marble or alabaster in the rough or squared, worked, or carved for building purposes or monuments.
Bridges of iron or wood, or both combined.	Medicinal extracts and preparations of all kinds, including proprietary or patent medicines, but exclusive of quinine or preparations of quinine, opium, ganje and bhang.
Brooms, brushes, and whisks of broom straw.	Paper of all kinds for printing.
Candles, tallow.	Paper of wood or straw for wrapping and packing including surface-coated or glazed.
Carts, wagons, cars and barrows, with or without springs, for ordinary roads and agricultural use, not including vehicles of pleasure.	Photographic apparatus and chemicals.
Clocks, mantel or wall.	Printers' ink, all colours.
Copper, bronze, zinc, and lead articles, plain and nickel-plated, for industrial and domestic uses, and for building.	Printing presses, types, rules, spaces and all accessories for printing.
Cotton seed and its products.	Quicksilver.
Crucibles and melting pots of all kinds.	Resin, tar, pitch, and turpentine.
Eggs.	Salt.
Fertilizers of all kinds, natural and artificial.	Sewing machines, and all parts and accessories thereof.
Fish, fresh or on ice, and salmon and oysters in cans.	Shipbuilding materials and accessories of all kinds when used in the construction, equipment, or repair of vessels or boats of any kind, except rope and cordage of all kinds, including wire rope.
Fishing apparatus of all kinds.	
Fruit and vegetables, the produce of the North American Continent, fresh and dried, when not canned, tinned, or bottled.	
Gas fixtures and pipes.	
Gold and silver coin, and bullion.	

# Trade and Commerce.

## FREE LIST—Continued.

Starch of Indian corn or maize.  
Steam and power engines and machines, machinery and apparatus, whether stationary or portable, worked by power or by hand, for agriculture, irrigation, mining, the arts and industries of all kinds, and all necessary parts and appliances for the erection or repair thereof, or the communication of motive power thereto.  
Steam boilers and steam pipes.  
Sulphur.  
Tan bark of all kinds, whole or ground.  
Telegraph wire, telegraphic, telephonic, and electrical apparatus and appliances of all kinds for communication or illumination.  
Trees, plants, vines, and seeds and grains of all kinds for propagation or cultivation.  
Varnish, not containing spirits.  
Wall papers.  
Watches, when not cased in gold or silver, and watch movements uncased.  
Waterpipes, of all classes, materials and dimensions.  
Wire for fences, with the hooks, staples, nails, and the like appliances for fastening the same.  
Yeast cake and baking powders.  
Zinc, tin, and lead in sheets; asbestos and tar papers, for roofing.  
Packages or coverings in which articles named in this part of the schedule are imported if they are usual and proper for the purpose.

## SCHEDULE II. (PART II.)

Animals, viz: Turtle and sucking animals.  
Baggage (personal), of passengers, containing apparel and articles of personal use, and all professional apparatus, and workmen's tools brought in by a passenger for his own use.  
Furniture in use, the property of and imported by persons coming to reside in the Colony.  
Maps, charts and music.  
Packages, viz., boxes, barrels and crates, inner packages of all kind, bags containing grain.  
Public worship, articles specially imported for, viz., musical instruments of all kinds, lamps bells and ornaments, and all furniture to be used in the celebration of divine worship.  
Pictures and engravings.  
Plants, shrubs and seeds of all kinds for planting.  
Specimens; illustrative of natural history.  
Surgical instruments imported for the use of the importer.  
Tombstones; tablets and railings for graves.

## SCHEDULE III.

Articles, goods, animals and things, being the growth, produce, or manufacture of, or raised in any of the Islands composing the Colony of the Leeward Islands.  
Articles, goods, animals and things on which import duty shall have already been paid in any Presidency of the colony of the Leeward Islands.

## JAMAICA.

## CUSTOMS TARIFF.

(As published in 1892.)

## IMPORT DUTIES.

		£	s.	d.
Ale, beer and porter	gallon	0	0	6
Bacon	lb.	0	0	1
Barley (not pearl barley)	bushel	0	0	4
Beef, wet salted, or cured	brl. of 200 lbs.	0	11	3
Beans	bushel	0	0	4
Bread or biscuit	100 lbs.	0	3	0
Butter, oleomargarine, butterine, or other substitute for butter	lb.	0	0	1
Calavances	bushel	0	0	4
Candles, composition	lb.	0	0	2
do wax or spermaceti	lb.	0	0	2
Cheese	lb.	0	0	1
Cider and perry	gallon	0	0	6
Cocoa	100 lbs.	0	10	0
Coffee, British colonial	do	1	0	0
Corn, Indian	bushel	0	0	3
Fish, dried or salted	100 lbs.	0	3	6
do smoked, not otherwise enumerated or described	lb.	0	0	0½
do alewives, pickled	brl. of 200 lbs.	0	2	6
do herrings, pickled	do	0	2	6
do do smoked	lb.	0	0	0¼
do mackerel, pickled	brl. of 200 lbs.	0	4	6
do pickled, not otherwise enumerated or described	brl. of 200 lbs.	0	4	6
do salmon, smoked	lb.	0	0	2
do do wet or salted	brl. of 200 lbs.	0	10	6
Flour, rye	brl. of 196 lbs.	0	8	0
do wheat	do	0	8	0
Gunpowder	lb.	0	1	0
Hams	lb.	0	0	1
Indigo	lb.	0	0	3
Lard and its compounds	2 lbs.	0	0	0¾
Matches, lucifers and others, per gross of twelve dozen boxes, each box to contain one hundred sticks, and boxes containing any greater or lesser quantity to be charged in proportion		0	5	0
Meat, salted or cured	brl. of 200 lbs.	0	15	0
Meal, not wheat meal	brl. of 196 lbs.	0	1	6
Oats	bushel	0	0	3
Oil, other than petroleum and cotton seed oil	gallon	0	0	9
Pease (not being split pease)	bushel	0	0	4
Pork, wet, salted or cured	brl. of 200 lbs.	0	11	3
Petroleum and its products, crude or refined	gallon	0	0	6¾
Rice	100 lbs.	0	3	0
do undressed	bushel	0	1	0
Salt	100 lbs.	0	1	0
Sausages, dry or pickled	lb.	0	0	2
Soap	100 lbs.	0	5	6
Spirits, brandy	gallon	0	10	0
do gin	do	0	10	0
do rum, the produce of, and imported from, British possessions	do	0	10	0
do whisky	do	0	10	0
do of wine, alcohol, and all other spirits, cordials or spirituous compounds	do	0	10	0
Sugar, unrefined	100 lbs.	0	10	0
Tea	lb.	0	1	0
Tobacco, manufactured, including Cavendish	lb.	0	1	0
do unmanufactured	lb.	0	0	6
do cigars	lb.	0	5	0

# Trade and Commerce.

## IMPORT DUTIES—Continued.

		£	s.	d.
Tongues, salted or cured.....	bbl. of 200 lbs.	0	15	0
Wheat.....	bushel	0	0	6
Wines, in bulk or in bottle.....	gallon	0	2	6
Wood, per every 1,000 feet of pitch pine lumber, in rough or prepared for building by superficial measurement of one inch thick.....		0	9	0
Wood, for every 1,000 feet of white pine lumber, or other lumber, by superficial measurement of one inch thick.....		0	9	0
Wood, shingles, cypress, more than 12 inches in length.....	1,000	0	6	0
do do wallaba.....	do	0	6	0
do do "Boston Chips," and all shingles not otherwise enumerated or described.....	do	0	4	0
On all other goods, wares, merchandise and effects of every description not otherwise enumerated, for every £100 value.....		12	10	0
And after these rates for any greater or less quantity of such goods respectively.....				

### EXEMPTIONS.

<p>Animals, alive, and poultry.</p> <p>Apparatus and appliances used for generating, storing or conducting electricity.</p> <p>Asbestos and tar paper for roofing.</p> <p>Beef, smoked and dried.</p> <p>Beef and pork preserved in cans, not being wet salted or cured.</p> <p>Belting of machinery, of leather, canvas or india-rubber.</p> <p>Birds.</p> <p>Boats and lighters.</p> <p>Books, bounded and unbounded, pamphlets, newspapers and printed matter in all languages.</p> <p>Bones and horns.</p> <p>Bottles of glass or stoneware.</p> <p>Bran, middlings and shorts,</p> <p>Bricks (not bath brick).</p> <p>Bridges of iron or wood or of both combined.</p> <p>Brooms, brushes, and whisks of broom straw.</p> <p>Bullion and coin.</p> <p>Candles of tallow.</p> <p>Carts, wagons, cars and barrows, with or without springs, of all descriptions not being such as are ordinarily used as vehicles of pleasure.</p> <p>Clocks and parts thereof.</p> <p>Coals and coke.</p> <p>Cotton seeds and its products, to include meal, mealcake, oil, cottolene.</p> <p>Cotton wool.</p> <p>Crucibles and pots of all kinds for melting metals.</p> <p>Diamonds.</p> <p>Drawings, paintings, engravings, lithographs and photographs.</p> <p>Drugs, medicines and medicinal preparations of all kinds, including patent or proprietary medicines.</p> <p>Dyewoods.</p> <p>Eggs.</p> <p>Fertilizers of all kinds, natural and artificial.</p> <p>Fish, fresh or on ice.</p> <p>Fishing, apparatus of all kinds.</p> <p>Flax.</p> <p>Fruits and vegetables, fresh or dried, when not canned, tinned or bottled.</p> <p>Gas fixtures, including pipes and stoves, and all apparatus for generating, measuring or storing gas.</p> <p>Gold and silver coin, and bullion.</p>	<p>Guano and other manures.</p> <p>Hand machines for preparing fibre or for spinning cotton or wool.</p> <p>Hay and straw for forage.</p> <p>Hemp.</p> <p>Hides, raw.</p> <p>Houses of wood complete.</p> <p>Hydraulic presses.</p> <p>Ice.</p> <p>Implements, utensils and tools for agriculture, including axes, bill-hooks, cutlasses, diggers, forks, grass knives, hatchets, hoes, picks, shovels and spades.</p> <p>India-rubber and gutta percha goods, including waterproof clothing, made wholly or in part thereof.</p> <p>Iron, galvanized.</p> <p>Iron, for roofing, doors and shutters, and every kind of iron doors and shutters.</p> <p>Lamps and lanterns not exceeding ten shillings each in value as defined in section 24 of law 18 of 1877.</p> <p>Leeches.</p> <p>Lime of all kinds.</p> <p>Locomotives, railway rolling-stock, rails, railway ties, and all material and appliances for railway and tramways.</p> <p>Malt dust.</p> <p>Maps.</p> <p>Marble or alabaster in the rough or squared, worked or carved, for building purposes or monuments.</p> <p>Meat, fresh.</p> <p>Mess plate and furniture, band instruments for the use of the army and navy, on the certificate of the military and naval commanding officer.</p> <p>Mills, whether they be for grinding canes, paint, coffee, corn, or grain of any kind, or for sawing boards, raising water, or such as are set in motion by steam, horse, wind or water power, and all parts of the said mills.</p> <p>Molasses.</p> <p>Oil cake, whole or in powder, and other prepared food for cattle and animals.</p> <p>Oysters, preserved in cans.</p> <p>Paper of all kinds whether for printing, writing wrapping or packing or other purposes to include envelopes and bags of paper.</p>
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EXEMPTIONS—*Continued.*

Patent fuel.	Stills or any part of a still.
Pans for boiling sugar, whether of copper or iron.	Sugar, refined.
Photographic apparatus and chemicals.	Sulphur.
Pipes for conveying fluids.	Tallow, and animal greases, grease or slush.
Printers' ink, all colours.	Tan bark of all kinds, whole or ground.
Printing presses, types, rules, spaces and all accessories for printing.	Telegraph wire, telegraphic, telephonic and electrical apparatus and appliances of all kinds for communication or illumination.
Pumps for raising water.	Tiles, marble and earthen, as well as paving stones.
Quicksilver.	Tongues, smoked and dried.
Railway truck wheels.	Tortoise-shell.
Resin, tar, pitch and turpentine.	Tow.
Salt, rock.	Trees, plants, vines and seeds and grain of all kinds for propagation or cultivation.
Sarsaparilla.	Turtle.
Sewing machines and all parts and accessories thereof.	Varnish not containing spirits.
Shooks, tierce, puncheons and hogsheads, and all descriptions of shooks, also tierces, hogsheads and casks, including box shooks.	Wall paper.
Slates.	Watches and parts thereof.
Soda, ash, or sub-soda.	Water-pipes of all classes, materials and dimensions and water-meters.
Specimens illustrative of natural history, mineralogy and geology.	Wax, bees.
Starch of Indian corn or maize.	Wire fencing, iron standards, and also tomb-railings.
Steam and power engines and machines, machinery and apparatus, whether stationary or portable, worked by power or by hand, for agriculture, irrigation, mining, the arts and industries of all kinds, and all necessary parts and appliances for the erection or repair thereof, or for the communication of motive power thereto.	Wire for fences, with the hooks, staples, nails and the like appliances for fastening the same.
Steam boilers and steam pipes.	Wood hoops.
	Wood, staves and heading, red or white oak or ash.
	Yeast cake and baking powders.
	Zinc, tin and lead in sheets.

## THE FOLLOWING ARE ALSO EXEMPT FROM DUTY :

- ▲ All packages containing goods subject to the *ad valorem* duty imposed by this law.
- The packages or coverings in which any articles imported into the Island are contained, being only the usual or proper packages or coverings.
- Provisions and stores imported for the use of Her Majesty's Army or Navy or consigned by bill of lading to the officer at the head of Her Majesty's Commissariat, the Military Storekeeper, or the Naval Commanding Officer of this Island, on the production of the bills of lading and certificate of such officer that they have been solely imported for the use of the Army or Navy aforesaid.
- Provisions, wines, spirits, and malt liquors, imported for the use of the Naval staff and Naval messes of this Island, consigned by bills of lading to any Naval Officer or the President of a Naval Mess, on the production of the bills of lading and the certificate of the officer, such certificate being countersigned by the Officer Commanding the Naval Forces, that they have been solely imported for the use of such officer or naval mess, and on an undertaking that they shall not be sold in the island without special permission of the Collector of Customs, such permission to be given only on payment of the duty.
- Provisions and stores imported by the Local Government for the public service, on the certificate of the Revenue Commissioner.
- All arms, ammunition, appointments and other public stores, and all uniforms and musical instruments imported for the use of the militia. (Sec. 60, law 35 of 1879.)
- Articles of naval, military and civil uniform for the personal use of the proprietor.
- All goods imported by the Governor for the use of his household, or for himself as Governor.

## DRAWBACKS.

- Goods, wares and merchandise, upon which *ad valorem* duty under this law or any previous law of this island shall have been paid, if duly exported within two years of their first importation, a drawback equal to the duty paid on first importation.
- On the exportation of the following goods, on which the duty under this law or any previous law shall have been paid, without such goods having been bonded, if exported within twelve months of the first importation, a drawback equal to the duty so paid :—
- Flour, bread or meal, not less than ten barrels of each article, lard or butter, not less than ten firkins of each article.
- Candles, not less than ten boxes.
- Soap, not less than twenty boxes.



## Trade and Commerce.

### DRAWBACKS—*Continued.*

- Ale, beer or porter, not less than five hogsheads of each, in bulk not less than fifteen barrels of each, if in bottles.
- Beef, pork, or pickled fish, not less than ten barrels of each.
- Rice, not less than five tierces, or twenty-five bags.
- Dried fish, not less than one thousand pounds weight.
- Tongues, not less than ten barrels.
- Lumber, not less than ten thousand feet.
- Shingles, not less than five thousand.
- On the exportation of bread or biscuit, manufactured in this island, the duty paid on the flour consumed in making the same, but not to exceed the duty imposed on bread or biscuit imported.
- Drawback is allowed on shipbuilding materials or accessories of any kind for shipbuilding (not being rope or cordage, or wire rope of any kind) which shall have been imported into the island and used in the construction, equipment or repairs of vessels or boats of any kind, on presentation to the chief of customs at the port of importation of a certificate to the effect that such material and accessories have been used as aforesaid under the hand of the builder or repairer of such vessel or boat, who used the same, together with a declaration from such builder or repairer that he believes such shipbuilding materials and accessories to have been imported into the island.
- Drawback of excise duty, according to the strength of the spirit, is allowed to the exporter when duty-paid rum is exported, provided twenty-four hours' notice of intention to ship be given to the local collector of taxes to enable him to make the necessary arrangements for testing the strength of the spirit and for its shipment under customs supervision. See section 45 of law 10, 1878 as amended by law 8, of 1890, and regulations published in *Gazette* of the 8th October, 1885.
- Drawback of Excise duty paid on rum used in the manufacture of cordials is also allowed at the rate of 1s. 2d. 2-5d for each gallon cordial exported, on its being proved to the officer of customs at the port of shipment that the cordial is of island manufacture, and that such cordial contains not less than 20 per cent of rum distilled in the island. See section 46 of law 10 of 1878, as amended by law 8 of 1890.

## BRITISH HONDURAS.

## TARIFF OF DUTIES OF CUSTOMS.

(As published March, 1893.)

## SCHEDULE A.—Table of Customs Duties.

		§ c. <sup>(1)</sup>
Bacon and hams	lb.	0 02
Beef and pork	barrel of 200 lbs.	1 00
Beer, porter, cider and perry	gallon	0 25
Bread, navy or pilot	100 lbs.	0 40
Butter	lb.	0 03
Candles, tallow	do	0 01
do all other	do	0 02
Cheese	do	0 02
Cigars	1,000	6 00
Cigarettes	do	0 75
Cocoa	lb.	0 02
Coffee	do	0 02
Fish, salted, dry or wet, in single packages of not less than 100 lbs.	100 lbs.	0 30
Flour	barrel of 196 lbs.	0 50
Gunpowder	lb.	0 05
Hay and oats	100 lbs.	0 10
Lard	lb.	0 01
Lumber, rough, except palings	1,000 feet	1 00
do dressed do	do	1 50
Oils, mineral	gallon	0 03
Oils, other kinds not in bottles	do	0 06
Opium	lb.	2 00
Rice	100 lbs.	0 30
Salt	100 lbs. (in bulk)	0 05
Shingles	1,000	0 50
Soap	100 lbs.	0 50
Spirits, cordials and liqueurs not exceeding the strength of proof by Sykes's hydrometer, and in proportion for any greater strength, than strength of proof	gallon	2 00
Spirits, methylated	do	1 00
Sugar	lb.	0 03
Tea	do	0 12½
Tobacco	do	0 10
do cut	do	0 50
Turpentine	gallon	0 08
Vinegar, in bulk	do	0 05
Wines, sparkling	do	1 00
do still	do	0 50
Confectionery, jewellery, plate and perfumery, according to the invoice or assessed value, including the packages		15 p. c.
All other goods, not free of duty, and not otherwise charged with any duty, according to the invoice or assessed value, including the cost of the package		10 p. c.

(1) The Queen's proclamation dated September 15th, 1887, declares that "the standard of value in British Honduras shall henceforth be the Guatemalan dollar, containing 385·8 grains troy of silver of the Millesimal fineness of 900."

## Trade and Commerce.

### SCHEDULE B.—*Goods free of Duty.*

<p>Agricultural implements.          Animals, living.          Books printed, not being account.          Bricks, roofing slates and tiles.          Bullion and coin,          Cane bills, cane knives and hoes.          Cement and lime.          Church decorations and vestments imported especially for any church.          Coal and coke.          Drain pipes.          Firewood.          Fresh fish and oysters (not preserved in any way).          Fresh fruit, except bananas, cocoanuts and plantains.          Hides, raw.          Ice.          Indian corn.          Iron fencing (including staples and railings).            do framework and girders (for iron buildings).            do roofing, including down pipes, guttering, ridging and screws.          Machinery, agricultural, marine and manufacturing.          Maps and charts.          Meat, fresh (not preserved in any way).          Palings for fences.</p>	<p>Passengers' luggage (containing apparel and articles of personal use, and professional apparatus).          Patterns and samples of no saleable value.          Pitch and tar.          Plants, seeds, bulbs and roots.          Plant or material for railways, tramways, electric lighting, telegraphs or telephones.          Poultry and other live birds.          Pumps and other apparatus for raising water.          Rubber, unmanufactured.          School appliances imported specially by the manager of any school.          Shooks, staves, heads and hoops, for casks, and rum casks.          Stone, sand, gravel and soil.          Tanks and vats.          Timber, logwood and other dye-woods, being indigenous to the colony.          Tombstones and memorial tablets.          Tortoise shell (unmanufactured).          Trucks for use in mahogany works, including the axles, iron work and chains forming part thereof.          Turtle, live.          Uniforms and appointments imported by civil officers.          Vegetables, fresh.          Vessels.</p>
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### SUPPLEMENT TO THE TARIFF OF 1891.

(MAY, 1893.)

The "*Board of Trade Journal*," No. 82, of May, 1893, publishes the following alterations effected in the Customs tariff of British Honduras:—

		\$	cts.
Beef and pork .....	brl. of 200 lbs.	0	50
Cigars .....	thousand.	9	00
Flour .....	brl. of 196 lbs.	0	25
Revolvers .....	each.	3	00
Rifles .....	do	1	75
Spirits, not exceeding the strength of proof by Sykes's hydrometer, and in proportion for any greater strength than strength of proof .....	gallon.	2	50
Tobacco .....	lb.	0	15
Wines, sparkling .....	gallon.	1	50
do still .....	do	1	00

The following articles are admitted free of duty :

Bread, navy and pilot ; fish, salted, dry or wet ; rice ; salt (other than table salt).

## TURKS AND CAICOS ISLANDS.

## IMPORT DUTIES.

		£	s.	d.
Alcohol, and spirits of wine .....	gallon	0	4	0
Ale, beer, porter, perry, and cider .....	do	0	0	2
Bay rum and bay water .....	do	0	1	0
Biscuits and bread .....	100 lbs.	0	1	0
Butter .....	do	0	8	4
Cheese .....	do	0	6	3
Cigars .....	1,000	0	10	0
Drugs and medicines, 10 per cent <i>ad valorem</i> .....				
Furniture, 10 per cent <i>ad valorem</i> .....				
Flour, wheat .....	barrel	0	3	9
Hats, bonnets and caps, hardware and cutlery, 10 per cent <i>ad valorem</i> .....				
Lard .....	100 lbs.	0	4	2
Leather, unmanufactured, and all manufactures thereof, 10 per cent <i>ad valorem</i> .....				
Lumber, yellow or pitch pine .....	1,000 feet.	0	9	0
do other than yellow or pitch pine .....	do	0	6	1
Meat, salted or cured .....	100 lbs.	0	4	6
Oil, mineral .....	gallon	0	0	1
do all other .....	do	0	0	6
Paints .....	100 lbs.	0	4	2
Rice .....	do	0	1	0
Shingles, cypress .....	1,000	0	2	0
do all other .....	do	0	1	0
Soap .....	100 lbs.	0	3	0
Spirits and cordials of all kinds .....	gallon	0	4	6
Starch, 10 per cent <i>ad valorem</i> .....				
Sugar, refined .....	100 lbs.	0	8	4
do muscavado and all others .....	do	0	4	2
Tea .....	lb.	0	0	6
Textile fabrics, of all materials and descriptions, 10 per cent <i>ad valorem</i> .....				
Tinned provisions of all kinds, 10 per cent <i>ad valorem</i> .....				
Tobacco, manufactured, other than cigars .....	100 lbs.	0	8	2
do unmanufactured .....	do	0	4	4
Wine, 10 per cent <i>ad valorem</i> and .....	gallon	0	1	0
Hulls and materials including boats of vessels wrecked, derelict, stranded, or condemned, 15 per cent <i>ad valorem</i> .....				
All other articles not enumerated, free .....				

## EXPORT DUTIES.

Royalty on salt, 10 per cent <i>ad valorem</i> .....				
do cave earth .....	ton	0	2	0

# Trade and Commerce.

## CUSTOMS TARIFF—BAHAMAS.

### IMPORT DUTIES.

		£	s.	d.
Alcohol.....	gall.	0	4	0
Ale and porter, in wood.....	do	0	0	6
do (in bottles), quarts.....	dozen	0	1	0
Apples.....	barrel	0	2	6
Beans and peas.....	bushel	0	0	3
Biscuit and bread, fancy.....	100 lbs.	0	4	0
do common.....	barrel	0	2	0
Brandy.....	gall.	0	9	0
Butter.....	lb.	0	0	2
Cabbages.....	100	0	4	2
Calves.....	each	0	6	0
Candles, sperm, wax and adamantine, or any composition of tallow and other substances.....	100 lbs.	0	11	0
Candles, tallow.....	do	0	6	0
Cattle, cows, bulls, and oxen.....	each	0	10	0
Cheese.....	100 lbs.	0	10	0
Cider, in wood.....	} £20 per cent <i>ad valorem</i> .			
Cider, in bottles.....				
Cider, Champagne.....				
Cigars, 15 per cent <i>ad valorem</i> ..... and per thousand		0	8	0
Cocoa.....	100 lbs.	0	3	0
Coffee.....	do	0	8	0
Colts and foals.....	each	1	0	0
Copper, and yellow metals in sheets, copper and composition, bolts and nails.....	100 lbs.	0	7	6
Cordials, 20 per cent <i>ad valorem</i> .....				
Corn.....	bushel	0	0	3
Corn meal and hominy.....	barrel	0	2	0
Currants, figs and raisins.....	100 lbs.	0	8	0
Dogs.....	each	0	10	0
Fish, dried or salted.....	100 lbs.	0	2	6
Fish, pickled salmon, mackerel and shad.....	barrel	0	4	6
Fish, herrings, alewives and other kinds not enumerated.....	do	0	4	6
Flour (wheat) per barrel, 2s. 6d., and 10 per centum <i>ad valorem</i> .....				
Flour (rye).....	barrel	0	2	0
Gin, whisky, and other spirits not enumerated.....	gall.	0	3	9
Goats.....	each	0	2	0
Gunpowder.....	lb.	0	0	6
Hay.....	100 lbs.	0	1	0
Hemp, 20 per cent <i>ad valorem</i> .....				
Honey and syrup.....	gall.	0	0	2
Horses, mares and geldings.....	each	1	0	0
Hulks, and materials of vessels, 20 per cent <i>ad valorem</i> .....				
Lard.....	lb.	0	0	1
Lumber.....	thsd. ft.	0	10	0
Meat, poultry and game, fresh on ice.....	100 lbs.	0	6	0
Meat, salted or cured.....	do	0	6	0
Molasses.....	gall.	0	0	2
Mules and asses.....	each	0	10	0
Nails of iron.....	100 lbs.	0	3	0
Oats and bran.....	bushel	0	0	3
Oils, kerosene.....	gall.	0	0	4
Linseed, and other oils, unenumerated, except essential oils.....	do	0	0	9
Essential oils, 20 per centum <i>ad valorem</i> .....				
Oils, olive, sperm, lard and naphtha, and all other fluids used for burning.....	gall.	0	1	0
Pitch, rosin and tar.....	barrel	0	1	3
Potatoes, onions and other vegetables.....	do	0	1	0
Prunes.....	100 lbs.	0	10	0
Rice.....	do	0	2	0
Rum, stronger than 18 per bubble.....	gall.	0	4	6
Rum, 18 and not weaker than 24 per bubble.....	do	0	3	9
Rum, weaker than 24 per bubble.....	do	0	3	0
Sheep.....	each	0	2	0
Shingles, cypress.....	thousand	0	2	6
Shingles, not cypress.....	do	0	2	0
Soap, common washing.....	100 lbs.	0	5	0
Sugar, unrefined.....	do	0	5	6
Sugar, white clayed.....	do	0	10	0
Sugar, refined.....	do	0	12	6
Swine.....	do	0	2	6
Tallow.....	do	0	3	0
Tea, of all sorts.....	lb.	0	1	0

## IMPORT DUTIES—Continued.

		£	s.	d.
Tobacco, manufactured.	100 lbs.	1	10	0
Turpentine.	barrel	0	1	3
Turpentine (spirits of).	gall.	0	0	3
Wines, of all kinds, 20 per cent <i>ad valorem</i>	and per do	0	2	0

Articles not enumerated, except such as are comprised in the Table of Exemptions. £20 per cent *ad valorem*.

51 Vic., cap. 21, Hemp, 20 per cent *ad valorem*.

*Provided always*, that articles herein made subject on regular importation to the above *ad valorem* duty, when not originally shipped with the intention of being brought into this colony, however subsequently they may be imported, and when the requisite information for perfect entry of the same as to the cost or value in the country of production, or place at which they were originally shipped cannot be ascertained, or obtained, shall, in lieu of such duty, be charged a duty of twenty-five per centum on the value at the port of entry, or on the price which they shall realize at auction, when sold and delivered for consumption therein at the option of the importer, agent or consignee.

II. That all articles specified in the following table of exemptions be imported without the payment of any duties whatever:—

## TABLE OF EXEMPTIONS.

Articles imported or supplied out of a bonded warehouse for the imperial or colonial service.

Articles imported or supplied out of a bonded warehouse for the use and accommodation of any officer of Her Majesty's Navy on full pay and doing duty within these Islands or who may be serving within these Islands in any Imperial Department of Her Majesty's Service upon the production to the Receiver General, or other proper receiver, of a certificate signed by the senior naval officer on the station, that the articles claimed as exempt from duty are *bona fide* imported or supplied, as the case may be, for the purposes contemplated thereby.

Articles of every description imported or supplied from a bonded warehouse for the use of the Governor or Officer administering the Government.

Bulbs and roots, seeds of all kinds, shrubs, trees and plants, live birds, bullion, coal, cocoanuts, coin, copper and composition old, fit only to be remanufactured, cotton, wool, dye-woods and stuffs, and divi-divi, diving apparatus, flax, ice, iron old, fit only to be remanufactured, lignum vitæ, mahogany, manures and fertilizers of all kinds, maps, metalline ores, monumental tablets, oakum, ova of fish, passengers' baggage, philosophical instruments and apparatus, printed books and pamphlets, provisions and stores of every description imported or supplied from a bonded warehouse for the use of Her Majesty's sea forces, raw hides, specimens of natural history, mineralogy or botany, steam machines or engines, or any parts thereof of every description and for whatever use intended, iron rails and sleepers, and in the construction of railways or tramways, boilers, mills and parts of mills intended to be used in making of sugar or grinding or the manufacturing of salt, machines for sawing lumber, stills and boilers for the distillation of turpentine or other spirits, staves, heads and hoops used in the construction of barrels or other packages for the exportation of spirits of turpentine or other spirits, iron screw piles used in the construction of wharfs, cotton gins, tortoise shell, tow, tombstones, railings to be used as grave enclosures, sponge, patent steering machines, spars, windlasses, capstans, ice machines, and all materials used in the manufacture of ice, wire fencing, turtle, and fresh fish, not preserved in any way, wax, woods, cedar and yellow.

*Provided always*, that if metalline ores, raw hides, dye-woods and stuffs, divi-divi, mahogany, lignum vitæ, cedar and yellow wood, wax, hemp, flax, iron, cotton, wool or tortoise-shell, proposed to be exempted from import duties, shall be brought otherwise than by regular importation into any port or place of this colony and sold at public auction, whether such sale shall take place by order of a court of law or otherwise, there shall be imposed and paid upon the gross amount of such sales, in addition to any other auction duty chargeable on such sales, an auction duty or tax of five pounds per centum, and the vendue master, or marshal, selling any such goods shall retain such duty of five pounds per centum out of the gross sales of the goods so sold by him, and shall forthwith pay the same over to the Receiver General or other proper receiver, and if such vendue master or officer shall neglect to retain such duty, or having retained the said duty, shall neglect to pay the same over as aforesaid, every such vendue master or officer, shall be personally liable therefor, and the same may be recovered against him by action of debt in any court having jurisdiction to the amount.

III. That the words "provisions and stores," in the second section of this Act mentioned as being exempted from the payment of duty, when imported for the use of Her Majesty's sea forces shall not extend or apply to cattle or other live stock imported by any contractor for the supply of fresh meat to Her Majesty's said forces, all which cattle and other live stock shall be liable to the payment of the duties by this Act imposed. *And provided also*, and be it enacted, that it shall not be lawful for the Receiver General and Treasurer, or Collectors of Revenue, as the case may be, to allow any provisions, spirits, or other stores imported or supplied, as aforesaid, for the use of Her Majesty's sea forces, to be landed or taken out of a bonded warehouse as free of duty, except in the name of the purser or other proper Naval Officer, as the case may be.

## Trade and Commerce.

IV. That if any provisions, spirits or other stores as aforesaid, imported or taken out of bond as for the use of Her Majesty's sea forces, shall be afterwards applied to any other use than the one mentioned in the entry, order of delivery or other document, under the authority of which the same were landed or taken out of bond as free of duty, the officer in whose name the same were so landed or taken out of bond, or in case of his death or removal, the officer succeeding him in the same department, shall be liable for all duties due on the same, or on such part thereof as shall be so otherwise applied as aforesaid, and the said duties shall be recovered and applied in the same and the like manner as other duties imposed by this Act are directed to be recovered and applied.

V. That if any provisions, spirits, or other stores so landed, or taken out of bond as aforesaid, shall be clandestinely sold, or otherwise disposed of, other than to the use of Her Majesty's sea forces, every person concerned in such clandestine sale or disposal, shall forfeit and pay treble the value of the articles so clandestinely sold or disposed of, and all such articles shall be liable to seizure and condemnation, one moiety of which said forfeiture shall be paid into the Public Treasury towards the support of this Government, and the other to the person suing for the same, and shall be sued for and recovered in the General Court of these Islands.

VI. That there shall be imposed and paid upon the gross amount of sales of all property disposed of at public auction by order of the Court of Vice-Admiralty an auction duty, or tax of two pounds per centum; and the Marshal or other duly authorized person, selling any such property at public auction as aforesaid, shall retain such duty of two pounds per centum out of the gross sales thereof, and shall forthwith pay the same over to the Receiver General, or other proper receiver, and if such Marshal, or other duly authorized person as aforesaid, shall neglect to retain such duty, or having retained the said duty, shall neglect to pay the same over as aforesaid, every such Marshal or other duly authorized officer shall be personally liable therefor, and the same may be recovered against him by action of debt in any court having jurisdiction to the amount.

VII. There shall be allowed and paid to any person or persons who shall have paid customs duty thereon, a rebate of such customs duties in the following cases:

(1) Upon all lumber used in the fitting up of vessels for the reception of native fruit to be exported from the colony, provided that the person claiming such rebate shall produce to the Receiver General and Treasurer, or other proper officer, a declaration, to be made before a Justice of the Peace by such person, showing the quantity of lumber actually used, and upon which such rebate is claimed.

(2) Upon all articles supplied and delivered for the use of any Department of Her Majesty's service within these Islands, upon the person claiming the same producing to the Receiver General and Treasurer a certificate from the Chief Officer of the department to which the same have been supplied that the articles upon which such rebate of duty is claimed have been *bona fide* supplied and delivered for the use of the said department. *Provided, however,* that in the case of articles upon which an *ad valorem* duty has been paid such rebate shall be calculated and allowed on only one-half of the contract price for which such articles shall have been supplied and delivered to such department.

IX. The provisions of the various Acts of Assembly imposing customs duties and other imposts which would otherwise expire with the end of the present Session of Assembly shall continue in force until the coming into operation of this Act.

49 Vic., cap. 5.—Authorizes the payment of a drawback of 90 per cent on bicycles, tricycles and wheeled invalid's chairs for personal use, and provided that they shall be exported within six months after they shall have been imported into the colony.

Under 39 Vic., cap. 18.—To encourage the establishment of manufactories for preserving, packing and exporting fruit and other articles of colonial production—the following articles are exempted from the payment of import duty:—

Machinery, tools, implements and other materials necessary in making cans and packing fruit, and other articles of colonial production.

Sugar for making syrup, boxes of tin plate for cans, pigs of tin, and lead for solder, solder, empty cans and cases, carboys, muriatic acid for fixing solder, barrels rosin for fixing solder, scrap zinc for modifying muriatic acid, lubricating oil for machinery, presses with sets of dies, squaring shears for cutting tin into various parts of cans, sets of rollers for forming cans, pairs soldering irons with extra handles, vices and files for dressing irons, firepots for heating irons, tinner's seaming blocks, tinner's floating stoves, tinner's floating plates (iron) for soldering cans, anvils with hammers and wrenches, capping machines, wheelbarrows and shovels, process tanks and crane for same, steam boiler with steam pumps, pipes and fittings, baskets and boxes for handling cans and pines, iron cages for cans during process, kegs, nails, lumber, shingles, bundles galvanized iron for fitting up, solder moulds, solder kettles for making and moulding solder.

Under 48 Vic., cap. 11.—Fibre machines and all parts thereof, machinery used in the manufacture of rope, barrels, half-barrels, and other packages to be used for packing fish and syrup, staves, heads and hoops used in the construction of barrels, half-barrels and other packages for the packing of fish and syrup; windmill pumps and any parts thereof to be used in pumping salt ponds.

Under 50 Vic. cap. 2.—Unmanufactured tobacco as well as all articles imported for the purpose of being used in the working of any cigar factory or in the manufacture carried on within it.

Under 50 Vic., cap 12.—Materials imported to be used in the building of hotels (under certain conditions.)

Under 51 Vic., cap. 1.—Steam launches, barrels, half-barrels and other packages to be used in packing any article whatever; staves, heads and hoops used in the construction of barrels, half-barrels and other packages for the packing of any article whatever; crate ends and laths.

Under 51 Vic., cap. 12.—Salt.

Under 52 Vic., cap. 8.—Naphtha and launches or boats propelled by machinery.

Under 52 Vic., cap. 11.—The notes to be used by "The Bank of Nassau."

Under 54 Vic., cap. 6.—Tallow, rosin, caustic soda, potash, palm oil, electrical apparatus and appliances, metal roofing and crude petroleum.

By Ordinance 1 of 1893, passed 7th June, 1893, the following articles were added to the free list:—

"Steel rails and sleepers used in the construction of railways or tramways and trucks, and all other rolling stock which can only be used on railways or tramways, and hydraulic presses for baling purposes."

### EXPORT DUTY.

PER 40 VIC., CHAP. 7.

"The Export Duty Act, 1877."

I. There shall be levied and paid to the use of Her Majesty, her heirs and successors, towards the support of the Government of these Islands, an export duty at and after the rate of two shillings per ton, on all guano, cave or other earths which may be hereafter exported from these Islands.

II. Where the actual quantity of guano, cave or other earths shipped on board of any vessel for exportation from the colony, can be ascertained and shown to the satisfaction of the proper revenue officer of the port at which such vessel shall be cleared, the duty imposed by this Act shall be levied and collected on such ascertained quantity, but where the quantity so shipped cannot be ascertained and shown to the satisfaction of the said revenue officer, then, and in such case only, the registered tonnage of any vessel in which such guano, or other earths as aforesaid, shall be exported, shall be taken to be the number of tons of guano or other earths exported in such vessel, whether the quantity actually taken on board be in excess of or less than such registered tonnage.

III. There shall be levied and paid upon the exportation to any part or place without the limits of the Government, of all articles (except as hereinafter mentioned), which have been brought or imported into any port within the colony from beyond the limits thereof, and upon which no duties other than warehouse duty, auction tax, or auction duty, shall have been levied and paid upon the original entry, or importation thereof, an export duty of one and a half per centum on the value thereof.

IV. That such duty as last aforesaid shall be paid by the original consignee or agent of such articles, before the vessel in which they are shipped for exportation shall leave the port, and if not so paid, may be recovered from such consignee or agent in an action of debt, at the suit of the officer to whom the same is by this Act made payable in any court having jurisdiction to the amount, and it shall also be lawful for such officer to detain and refuse a clear out to the vessel in which such articles are intended to be exported until such duty is paid.

V. That export duty shall not be levied under this Act on any cargo of any vessel which may arrive at, or put into any port of the colony in distress.

VI. The articles specified in the following table of exemptions shall be exported without the payment of any export duty.

### TABLE OF EXEMPTIONS.

Articles which have been imported for the colonial service and imperial lighthouse service, and exported by the Government; articles which have been imported for the use and accommodation of any officer of Her Majesty's army and navy on full pay, and doing duty within these Islands, and exported by such officer; articles of every description which may be exported by the Governor or officer administering the Government; passengers' baggage, turtle, woods, such as braziletto, cedar, fustic, lignum-vitæ, satin, logwood, mahogany, and ebony, old iron, old copper and brass, specie, old rags, old junk.

VII. The duties by this Act imposed shall be collected and received by the proper officers of the Revenue Department, and the payment thereof enforced under the provisions of the Revenue Consolidated Act, 1873.

VIII. This Act may be cited as "The Export Duty Act," 1877."

The following Acts and parts of Acts shall be, and the same are hereby repealed: First, thirteenth and fifteenth sections of 22 Victoria, chapter 25; 38 Victoria, chapter 35; and 39 Victoria, chapter 2.

47 Vic. Cap. 12, Sec. 1.—On the passing of this Act the 3rd section of "The Export Duty Act, 1877," shall not be held and construed to apply to articles which have been regularly imported into the colony and subsequently exported therefrom.



# Trade and Commerce.

## CUSTOMS TARIFF.—BERMUDA.

### THE SUPPLY AND APPROPRIATION ACT, 1891-92.

*An Act for raising a revenue for the support of the Government of these Her Majesty's Islands, and to appropriate certain sums to the discharge of the expenses of Government as therein expressed.*

[26th June, 1891.]

*May it please Your Majesty :—*

WHEREAS it is requisite to adopt a Tariff of imposts for providing annually a supply for the support of Your Majesty's Government of these Islands, and for appropriating certain sums to the discharge of the expenses of the same :

We, therefore, &c., be it enacted, &c. :

1. There shall be raised, levied, collected and paid the several duties as the same are respectively set forth in the table of duties hereinafter contained, upon goods, wares and merchandise imported and brought into these Islands, or taken out of any bonded warehouse in these Islands, on, from and after the first day of July in this present year, until the thirtieth day of June inclusive, which will be in the year of our Lord one thousand eight hundred and ninety-two—the said duties to be paid by the importer or consignee thereof to the Receiver General or other proper officer of revenue, at the office of the Public Treasury in these Islands, to the use of Your Majesty, Your Heirs and Successors, for and towards the support of the Government of these Islands, to be applied to such objects as have been or shall be authorized by the Legislature of these Islands—That is to say :

TABLE OF DUTIES.

		£	s.	d.
Arrowroot, unmanufactured.....	100 lbs.	0	10	0
do manufactured.....	lb.	0	0	6
Alcohol, arrack, brandy, cordials, gin, peppermint water, shrub, whisky.....	gallon.	0	5	0
Rum.....	do	0	5	0
Wine of all kinds, 20 per cent <i>ad valorem</i> .....				
Malt liquor, cider, and perry.....	hogshead.	0	20	0
do do in bottles, commonly called quart bottles.....	dozen.	0	1	0
Cigars.....	1,000	0	15	0
do or the pound, at the option of the importer.....		0	1	6
Cigarettes.....	lb.	0	1	6
Tobacco (other than cigars and cigarettes) and snuff.....	do	0	0	6
Cows, calves, heifers and oxen.....	head.	0	4	0

And in all cases where such duties are imposed according to any specific quantity the same shall be deemed to apply in the same proportion to any greater or less quantity.

Irrespective of the foregoing duty on spirits there shall be levied and paid into the public treasury on each and every cask or other package landed within these Islands, containing alcohol, arrack, brandy, cordials, gin, peppermint water, rum shrub, or whisky, in bulk, on the landing thereof in these Islands, the sum of six pence, and on the spirits herein enumerated no drawback of the tax hereby imposed on the package shall be allowed.

On all goods imported, except articles subject to specific duties, and those enumerated in the following table of exemptions, and such books as, under the Act entitled "An Act to regulate the importation of books and to protect the British Author" are subject to an import duty of fifteen per centum—five per centum *ad valorem*.

TABLE OF EXEMPTIONS.

- Animals and goods imported on account of the public of these Islands by any public officer or committee, being the property of the public or purchased at the public expense.
- Baggage, consisting of apparel and professional apparatus of passengers.
- Books—not reprints of British publications.
- Bullion, coals, coin, diamonds.

TABLE OF EXEMPTIONS—*Continued.*

Electric cable and electric cable machinery and apparatus imported in these Islands (by any company or person or persons under contract with Her Majesty's Government) with the view of establishing or maintaining telegraphic communication with places beyond the sea.

Fresh fruit and fresh vegetables, excepting potatoes.

Horses and other beasts and provisions and stores of every description,—imported for the use of Her Majesty's land and sea forces, or of the convict establishment in the event of convicts being hereafter transported to these islands, being the property of Her Majesty, on satisfactory proof their being the property of Her Majesty, and horses of military officers brought into these islands as a necessary part of their military equipment, subject to all conditions, provisions and regulations contained in any act passed or to be passed by the legislature of these islands: Provided that no military officer during the whole term of his service in these islands shall be allowed to import more horses than shall be shown by the certificate of the officer commanding Her Majesty's troops or other proper officer to be required by such officer importing such horses under Her Majesty's military regulations as a necessary part of his military equipment.

Ice.

Paintings, engravings, photographs, and sculpture (whether monumental or otherwise).

Personal Effects—of inhabitants of these islands, dying abroad and not intended for sale.

Specimens of natural history.

Trees, plants and shrubs for planting.

Uniforms, naval and military—that is to say, the special dress of naval and military officers indicating their rank and profession and by which they are distinguished from civilians, including the necessary arms, badges, decorations, and ornaments proper thereto and imported by naval and military officers for their own personal use.

Vessels, dredgers, boats, machinery, tools, plant and materials imported into these islands by any contractor, or other person for surveying or improving any of the ship channels under any contract or agreement with the government of these islands.

2. And be it enacted:—That on, from and after the said first day of July until the said thirtieth day of June, inclusive, there be on all personal property sold by auction or by auctioneers in their capacity as auctioneers within these islands, a duty at and after the rate of two pounds and ten shillings on every hundred pounds of the amount of sales; property sold under process of any court or under the order of any judge as such or belonging to estates of deceased persons only excepted; and that every person who shall during the continuance of this Act enter on the sale of any property subject to the aforesaid duty shall previously thereto give unto the Receiver General good and sufficient security that he will comply with all the requisitions of this Act, that he will make and subscribe a declaration before the said Receiver General, or the Assistant Receiver General, of the amount of all sales made by him liable to duty, quarterly, or within ten days after the last days of March, June, September and December, respectively, and that the duty imposed by this Act shall be thereupon regularly paid to the Receiver General or Assistant Receiver General first deducting two and a half per centum on said duty as a compensation to the auctioneer for collecting and paying the same; and that any person presuming to enter upon the sale of any property subject to the duty hereby imposed without having given security as aforesaid, shall for every such offence forfeit and pay the sum of twenty-five pounds, and shall also forfeit and pay the full value of such property so sold, to be ascertained in any manner satisfactory to the court wherein such offence shall be cognizable; and the duty imposed by this act shall be deemed to attach upon all goods sold by any auctioneer at auction prices on the day of any auction held by him; and the Receiver General is hereby authorized and required to demand an account from any such auctioneer, verified by a declaration made and subscribed by him before the said Receiver General or Assistant Receiver General, of all property sold by him or his co-partner or co-partners (if any) by auction or on commission as auctioneers, specifying the true dates and amounts of sales; and any auctioneer refusing or wilfully making default to do what by this act is required shall forfeit and pay for every such offence the sum of twenty-five pounds over and above any amount of duties payable by him.

NOTE.—Although the foregoing tariff was enacted for the year ended the 30th June, 1892, this department has no advice of any subsequent changes.

# Trade and Commerce.

## NEWFOUNDLAND CUSTOMS TARIFF.

*As published in October, 1892, with subsequent amendments.*

		\$	cts.
Ale, porter, cider and perry .....	gallon	0	30
Animals, viz. :—			
Calves, pigs and sheep .....	each	0	60
Horses, mares, &c. ....	do	6	00
Oxen, cows and bulls, 20 per cent <i>ad valorem</i> .			
Apples .....	barrel	0	50
Apples (dried) .....	lb.	0	02
Bacon, hams, tongues, smoked beef and sausages .....	cwt.	2	50
Beef, pigs' head, feet and hocks (salted and cured) .....	barrel of 200 lbs.	1	00
Biscuit, known as ship's biscuit, (not including sweet or fancy biscuit) .....	cwt.	0	20
Butter, oleomargarine, and other compounds representing butter .....	do	3	00
Casks, empty, second-hand, 45 gallons and under .....	each	0	45
do do over 45 gallons .....	do	1	45
Cask staves, do manufactured, capable of making casks of 45 gallons and upwards .....	100	5	75
Cask staves, second-hand, manufactured, capable of making casks under 45 gallons ..	do	1	40
Cheese .....	cwt.	3	00
Chocolate and cocoa .....	lb.	0	06
Cigars, 10 per cent <i>ad valorem</i> .....	and per 1,000	6	00
Cigarettes, 20 per cent <i>ad valorem</i> .....	do	1	20
Coffee, green .....	lb.	0	05
do roasted or ground .....	do	0	07
Coals, imported or brought into the ports of St. John's, Harbour Grace and Carbonar	ton	0	30
Confectionery (not including confectioner's ornaments) .....	cwt.	6	50
Fish, viz. :—Codfish and haddock, save as hereinafter exempt .....	the qtl. of 112 lbs.	1	50
Flour .....	barrel	0	25
Fresh meat and poultry .....	lb.	0	01½
Fruit dried (excepting dried apples), currants, raisins, &c. ....	lb.	0	03
Feathers and feather beds .....	do	0	07
Hay .....	the ton of 2,240 lbs.	1	80
Indian corn .....	bushel	0	06
do meal .....	do	0	25
Jams and preserves, 20 per cent <i>ad valorem</i> .....	and per lb.	0	05
Lumber, 1 inch thick, and so in proportion for any greater thickness .....	1,000 feet.	2	50
Lumber, grooved, tongued or planed, 1 inch thick, and so in proportion for any greater thickness .....	do	4	00
Molasses .....	gallon	0	07
Oats .....	bushel	0	05
Oatmeal .....	the barrel of 200 lbs.	0	30
Oil, kerosene .....	gallon	0	06
Pease .....	barrel	0	30
Pork .....	the barrel of 200 lbs.	1	50
Salt, in bulk .....	ton	0	20
Shingles and laths .....	1,000	0	60
Spirits, viz. :—			
Brandy, and other spirits not herein defined, and not exceeding the strength of proof by Sykes's hydrometer, and so in proportion for any greater strength than the strength of proof .....	gallon	3	00
All other spirits of greater strength than 43 per cent over proof shall be deemed to be undefined spirits, and subject to duty accordingly .....	do	3	00
Whisky, not exceeding the strength of proof by Sykes's hydrometer, and so in proportion for any greater strength than the strength of proof .....	do	2	40
Gin, not exceeding the strength of proof by Sykes's hydrometer, and so in proportion for any greater strength than the strength of proof .....	gallon	2	10
Rum, not exceeding the strength of proof by Sykes's hydrometer, and so in proportion for any greater strength than the strength of proof .....	do	1	85
Cordials, shrub and other spirits, being sweetened or mixed so that the degree of strength cannot be ascertained .....	do	2	00
Straw .....	ton of 2,240 lbs.	1	00
Sugars, viz. :—			
Loaf, cut-loaf and cube .....	cwt.	4	50
Bastard, crystallized and granulated .....	do	3	50
Unrefined, brown and straw .....	do	3	00
Tea, 20 per cent <i>ad valorem</i> and .....	lb.	0	06
Timber, including lignum vitæ .....	ton	0	60
Tobacco, manufactured, including leaf tobacco, stripped or partly manufactured, 5 per cent <i>ad valorem</i> and .....	lb.	0	20
Tobacco, leaf and stems .....	do	0	20
Tobacco, stems for snuff .....	cwt.	0	60
Vegetables, viz. :—			
Cabbages .....	100	2	00
Potatoes .....	bushel	0	05
Turnips, parsnips, carrots and beets .....	do	0	10
All other, including onions, (canned or preserved excepted), 10 per cent <i>ad valorem</i> .....			

IMPORT DUTIES—Continued.

		\$	cts.
Vinegar	gallon	0	15
Wines, viz. :—			
Champagne		4	00
Claret		0	50
Hock, Burgundy and light Rhenish		1	00
Malaga and Montilla, costing at port of shipment 80 cents a gallon, and any other above that price, 12½ per cent <i>ad valorem</i> and	gallon	1	00
Malaga and Montilla, costing at port of shipment under 80 cents a gallon	do	0	35
Port and Madeira	do	1	65
Sherry and Manzanilla, 12½ per cent <i>ad valorem</i> and	do	1	00
Spanish Red, Denia Sicilian, figueira, Red Lisbon, Cape, Lisbon Common	do	0	35
All other wines, 15 per cent <i>ad valorem</i> and	do	1	10

AD VALOREM DUTIES.

Tallow, grease, palm oil and eggs	7½ per cent
Live poultry	10 per cent
Anchor and chain cables, copper and composition metals for ship's use, including bars, bolts, sheathing and nails of the same materials	10 per cent
Bread-bag brin or bagging, when imported direct by biscuit bakeries for making bags to contain biscuits	10 per cent
Book-binders' tools and implements, including ruling machines, leather, book-binders' cloth, marble paper and paper board, imported direct by bookbinders for use in their trade, and not for sale	10 per cent
Canvas, sail-cloth and tarpaulin canvas, for ship's use	10 per cent
Cordage, viz. :—Rope and hemp, coir and manilla cables	10 per cent
Corks and corkwood	10 per cent
Diving apparatus	10 per cent
Fishing tackle (except fishing tackle for anglers)	10 per cent
Hoop-iron, iron of all kinds in bars, bolts, sheets, plates and pieces, (except as hereinafter exempt)	10 per cent
Machinery and parts of machinery	10 per cent
Nails (wrought)	10 per cent
Machinery-belting of rubber, leather or other material	10 per cent
Oakum, pitch and tar, resin and raw turpentine	10 per cent
Oranges, lemons, grapes, nuts, limes and olives	10 per cent
Saws, used as part of the original construction of mills and factories	10 per cent
Sheet tin, block tin and solder	10 per cent
Steam engines and boilers, propellers and water-wheels	10 per cent
Worsted and woollen yarns of all kinds	10 per cent
Bran, barley, malt, rice and hops	12½ per cent
Mast pieces and spars, not manufactured	12½ per cent
Medicines	12½ per cent
Staves, undressed	12½ per cent
Dories and dory oars	20 per cent
Leather	20 per cent
Cut nails and cut spikes, of iron or steel	20 per cent
Pressed nails and pressed spikes, of iron or steel	20 per cent
Wire nails, of iron or steel	20 per cent
Blocks, cabinet wares, candles, carriages, wagons, sleighs and harness	30 per cent
Casks, in which dry goods are imported, when fit to hold liquid	30 per cent
Herring barrels	30 per cent
Manufactures of wood (except musical instruments)	30 per cent
Staves, manufactured and dressed	30 per cent
Stockings, shirts and drawers (made by hand)	30 per cent
Ready-made clothing, viz. : Coats, jackets, trowsers, waistcoats, south-westerns, oil clothes, mantles, dresses, cloaks and sacques	30 per cent
Brooms and whisks, manufactured partly or wholly of corn	35 per cent
Casks, imported in a manufactured state for hermetically sealed goods, including the cases in which they are contained	40 per cent
Goods, wares and merchandise, not otherwise enumerated, described, or charged with duty, and not otherwise exempt	25 per cent
Iron and steel buildings (the wood-work in which shall pay the rates as laid down in Table of Duties)	10 per cent
Iron and steel beams, girder, joists pillars columns, doors, sashes, shutters, cornices, architraves, &c	10 per cent
Shingles, of iron, steel, or composition	10 per cent
Cement	10 per cent
Brick	10 per cent
Plaster	10 per cent
Sewing machines, knitting machines, and parts of same	10 per cent

# Trade and Commerce.

## TABLE OF EXEMPTIONS.

The following articles imported into this colony and its dependencies shall be exempt from payment of duties, viz. :

<p>Agricultural implements and machinery, imported by agricultural societies for the promotion of agriculture.</p> <p>Arms, clothing and provisions for Her Majesty's land and sea forces.</p> <p>Articles imported for religious purposes, and not intended for sale.</p> <p>Articles of every description imported for the use of the Governor.</p> <p>Articles for the official use of foreign consuls.</p> <p>Articles imported for the use of the St. John's municipal council.</p> <p>All live stock, imported by agricultural societies for improving the breed of stock in this country.</p> <p>Artificial limbs.</p> <p>Bait.</p> <p>Bark for tanning leather.</p> <p>Boiler and ship plates.</p> <p>Chair cane, reeds or withrods, when imported in an unmanufactured state.</p> <p>Coals, when not imported into the ports of St. John's, Harbour Grace, or Carbonear.</p> <p>Coin and bullion.</p> <p>Cotton seed oil, olive oil, boracic acid, acetic acid, preservalene, when imported direct to be used in the preserving of fish or fish glue (previously 20 per cent <i>ad valorem</i>).</p> <p>Cotton yarn, cotton (raw), coke.</p> <p>Corn, for the manufacture of brooms.</p> <p>Crushing mills, for mining purposes.</p> <p>Donations of clothing specially imported for gratuitous distribution by any charitable society.</p> <p>Dye stuffs.</p> <p>Fish of British catch and cure, and oil the produce of such fish.</p> <p>Fruit, not being canned, bottled or preserved, and not otherwise enumerated.</p> <p>Gas engines, when protected by patent.</p> <p>Hemp, hemp yarn, coir yarn, sisal, manilla, flax and tow.</p> <p>Hides, or pieces of hides, not tanned, curried or dressed.</p> <p>Household furniture, and working tools and implements, used and in the use of persons arriving in this colony.</p> <p>Junk, old iron, old copper, and old composition metal.</p> <p>Manures of all kinds.</p> <p>Materials for sheathing the bottom of vessels, such as zinc, copper and composition metal, together with nails and paper or felt, which may be used for or under such sheathing, when used for sheathing the entire bottom of the vessel : Provided that such materials, when warehoused or bonded, shall be marked with the name of the vessel to be sheathed, and shall be used in sheathing such vessel.</p>	<p>Music, written or printed.</p> <p>Olein, beef oil, neutral, lard stock, cotton seed oil, oil of sesame, and other oils, to be used in the manufacture of artificial butter.</p> <p>Oysters or clams, in shell.</p> <p>Ores, to be used in the manufacture of copper paint.</p> <p>Ores, to be used as flux.</p> <p>Parchment or waxed paper, when imported direct for wrapping, boneless fish for export (previously, 25 per cent <i>ad valorem</i>).</p> <p>Passenger's baggage.</p> <p>Patented machinery (for new industries in this colony), which cannot be manufactured in this colony.</p> <p>Pig iron, nail strips, whether iron, zinc or brass, to be used in the manufacture of cut nails in this colony.</p> <p>Plants, trees and shrubs.</p> <p>Ploughs, harrows, reaping, raking, ploughing, mowing, potato and seed sowing machines, to be used in this colony.</p> <p>Printed books, pamphlets, newspapers, maps and charts.</p> <p>Printing paper, printing presses, printing type, and all other printing requisites.</p> <p>Refuse rice, sand.</p> <p>Scientific instruments and apparatus, including globes when imported for the use of colleges and scientific or literary societies.</p> <p>Seed, for agricultural purposes.</p> <p>Specimens illustrative of natural history.</p> <p>Sulphuric acid when used for the manufacture of manures.</p> <p>Twines to be used in manufacturing nets and netting in this colony.</p> <p>Type-writing machines.</p> <p>Unmanufactured wool.</p> <p>Wheat.</p> <p>Works of art, viz. :—Engraving, paintings, statuary, not intended for sale.</p> <p>Steel strips, to be used in the manufactures of cut nails in this colony.</p> <p>Ceresene, chloro di nitro, benzole, nitrate of ammonia.</p> <p>Herring-barrel hoop iron, or hoop steel, splayed, punched or nosed, and cut in lengths not to exceed 68 inches.</p> <p>Cranes,</p> <p>Dericks,</p> <p>Fire clay and fire brick,</p> <p>Rock-drills,</p> <p>Rolling mills,</p> <p>Separators.</p>
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} when imported direct  
by parties engaged in  
mining, and not for  
sale.

A drawback is allowed on all native edible fish when packed in  $\frac{1}{2}$ s. or  $\frac{1}{3}$ s. (sardine cans) of 35 cents per 100 lbs. of fish imported.

## LOCAL DISTILLATION.

The following duties shall be raised, levied and collected on the following articles distilled or brewed in this colony, namely :

		\$	cts.
Brandy, not exceeding the strength of proof by Sykes's hydrometer, and so in proportion for any greater strength than the strength of proof.....	gall.	2	35
Whisky, not exceeding the strength of proof by Sykes's hydrometer, and so in proportion for any greater strength than the strength of proof.....	do	1	85
Gin, not exceeding the strength of proof by Sykes's hydrometer, and so in proportion for any greater strength than the strength of proof.....	do	1	75
Rum, not exceeding the strength of proof by Sykes's hydrometer, and so in proportion for any greater strength than the strength of proof.....	do	1	50
Ale, porter, bavarian beer, botanic beer, and all other malt and dextrinous liquors.	do	0	07

4.—When the duty on fish imported from this colony into Greece shall be reduced by seventy-five per cent, the duty upon currants imported into this colony shall be reduced by seventy-five per cent.

5.—In case of any country now imposing, or which may hereafter impose an import duty on herrings exported from this colony and imported into such country in vessels belonging to this colony, when such herring may be imported into such country in vessels belonging to the same free of such duty, the Governor in Council may by proclamation impose an export duty equal to the amount of duty so imposed by such country aforesaid on herring exported from this colony in vessels belonging to such country where such import duty is imposed.

6.—When it shall be made to appear to the Governor in Council that the duty on codfish, the product of this colony imported into Spain does not exceed five shillings and sixpence sterling per quintal of 112 pounds, the Governor may, by proclamation, reduce the duty hereinbefore imposed on Spanish wines to the following rates :—

On Malaga and Montilla, costing at port of shipment eighty cents a gallon, and any other above that price—12½ per cent *ad valorem*, and the gallon 40 cents.

Malaga and Montilla, costing at port of shipment under eighty cents a gallon—the gallon 14 cents.

Sherry—12½ per cent *ad valorem*, and the gallon 40 cents.

Spanish Red, and all other Spanish wines—the gallon 14 cts.

7.—Section 13 of the said Act, 54 Vic., cap. 3, is hereby repealed, and the following substituted therefor :

In addition to the duties by this Act provided to be raised, levied, collected and paid on goods, wares and merchandise imported into this colony and its dependencies, there shall be raised, levied, collected and paid on the goods, wares and merchandise hereinafter in this section mentioned, imported into this colony and its dependencies from countries, the fishermen of which have the privilege of taking codfish on all parts of the coast of Newfoundland and its dependencies, and in which countries duties are or hereafter shall be levied upon fish, or the produce of the fisheries, exported from this colony or its dependencies to such countries, the following rates, viz.:

Flour, the barrel.....	\$0	75
Pork, the barrel.....	0	75
Butter, the one hundred pounds.....	0	75
Tobacco, the one hundred pounds.....	5	00
Kerosene oil, the gallon.....	0	05
Corn meal, the barrel.....	0	25
Hay, the ton.....	5	00
Oats, the bushel.....	0	10
Potatoes, the bushel.....	0	25
Turnips, the bushel.....	0	25
Cabbages, the dozen heads.....	0	40
Unenumerated vegetables, thirty per cent <i>ad valorem</i> .		

Provided always, that the Governor in Council may, at any time, when it shall be made to appear to him to be for the interest of this colony, by proclamation to be published in the *Royal Gazette*, suspend the operation of this clause for a limited period, the duration of such period to be stated in the said proclamation, in respect of all or any of the above mentioned articles.

## Trade and Commerce.

### APPENDIX.

The following reports covering the calendar year 1893, having come to hand too late for insertion in their proper place are added as an appendix in order that the information therein contained may be placed before those interested with as little delay as possible.

REPORT OF SIR CHARLES TUPPER, BART., G.C.M.G., C.B., HIGH  
COMMISSIONER FOR CANADA.

VICTORIA CHAMBERS, 17, VICTORIA STREET,  
LONDON, S.W., February, 1894.

THE HON. THE MINISTER  
OF TRADE AND COMMERCE.

SIR,—I have the honour to submit herewith the reports relating to the interchange of trade between Canada and this country, for the year 1893; which have been prepared by agents of the Government in Liverpool (Mr. John Dyke) Glasgow (Mr. Thomas Graham) and Bristol (Mr. J. W. Down).

These gentlemen are officers of the Department of the Interior, and are also engaged in the promotion of emigration to the different provinces of Canada. Reports as to their work in that direction have been transmitted to the Hon. T. M. Daly. They have always, however, devoted much attention to extending the markets for Canadian produce in this country, and I venture to think that their efforts have been attended with a considerable measure of success.

You are aware that in my own office, commercial matters are also made a prominent feature, and I have been able to transmit to you from time to time, reports on various subjects of interest to merchants, manufacturers, and shippers in the Dominion, which you have published in the form of useful trade bulletins.

These bulletins have often been based on information supplied by me and by the Government agents, to whom I have referred, and from other sources, and I am very glad to notice that the particulars we have obtained (often with considerable difficulty) both in the occasional reports and in the annual reports, have been appreciated by those for whose perusal they were intended, and that the bulletins have been widely noticed in the press.

The increase in the exports of Canada to Great Britain in the last two or three years has been of a very gratifying nature, and tends to prove what I have pointed out for many years past—that British markets are capable of absorbing all the produce that Canada is able to send over, subject, of course, to the laws of supply and demand, and to the prices which may from time to time prevail. Even now, large as the Canadian exports are becoming, they are but a very small proportion of the total of the British imports, and there is plenty of room for an almost unlimited increase.

The reports of the agents are so voluminous, instructive and interesting, that there is little room for additional remarks from me, but I will follow the custom I have adopted for the last few years, of including in my report extracts from the Board of Trade returns, with such information on the various matters as I have been able to obtain.

I am glad to find that I receive an increasing correspondence from Canada, relating to trade matters, and I venture to again repeat in this report, that I shall be glad at all times to receive, and to answer, as fully as I can, any inquiries of the kind which may be addressed to me. I am generally able to secure valuable information as to the prospects of developing any new trade, or as to the best means of extending branches of commerce which may already have been established.

In my last report, I mentioned that in the case of such inquiries, it may often be desirable that small samples of the goods should be sent to me; it will be readily understood, however, that I have no accommodation for bulky articles. A few samples, however, placed at my disposal might often help me in obtaining reliable information. Such correspondence may often be valuable for other reasons. Both British and continental firms often write to me for the names and addresses of houses in Canada, engaged in certain lines of business, in order that, by correspondence with them, they may endeavour to open up business relations.

I have endeavoured during the last year or so, to obtain lists of the leading firms engaged in different lines of business in Canada, and in this respect I am much indebted for the valuable assistance rendered to me by your department. I have also been able to obtain the names and addresses of the leading importers of different produce in different parts of the United Kingdom. It will readily be seen, therefore, that the office is fully equipped for the purpose of placing importers in this country in communication with exporters in Canada and I am satisfied that a larger share of attention devoted to the development of trade in Canada, cannot fail to have the most beneficial results.

Several instances have been brought to my notice during the last year, by Canadian shippers, of certain manufactured articles having been detained by the Customs authorities in this country, owing to the terms of the Merchandise Marks Act not having been complied with. In all the cases I have been able, by personal representations, to secure the release of the goods. I trust, however, that as the Merchandise Marks Act becomes better known, cases of the kind will be less frequent. I am glad to notice that you have issued one of your useful trade bulletins on the subject.

The following table relates to the importation of wheat and flour, and other kinds of grain:—

## WHEAT.

FROM	QUANTITIES.			VALUE.		
	Year ended 31st December.			Year ended 31st December.		
	1891.	1892.	1893.	1891.	1892.	1893.
	Cwt.	Cwt.	Cwt.	£	£	£
Russia .....	14,552,905	4,362,986	10,061,988	6,433,804	1,470,425	3,095,501
Germany .....	714,460	606,353	362,086	314,854	228,965	128,280
France .....	126,004	25,749	1,452	56,064	8,878	132
Turkey .....	1,509,903	494,184	103,552	617,437	180,650	29,424
Roumania .....	1,088,330	737,789	89,272	468,263	248,105	27,013
Egypt .....	936,687	385,145	10,586	352,005	139,617	3,045
United States :						
On the Atlantic.....	17,496,890	27,023,996	21,165,660	7,976,765	10,429,806	6,864,315
On the Pacific.....	6,698,065	6,862,746	11,097,191	3,110,073	2,821,469	3,746,215
Chile .....	2,119,875	2,287,556	2,580,147	953,402	892,029	804,530
Argentine Republic.....	2,478,456	3,466,096	7,745,587	1,105,756	1,277,344	2,432,674
British East Indies.....	13,005,785	12,495,442	6,183,508	5,507,526	4,812,180	2,051,816
Australasia .....	2,085,671	2,016,846	2,655,188	985,496	803,303	923,256
British North America...	3,173,840	3,874,984	3,157,355	1,432,427	1,443,938	1,023,905
Other Countries.....	326,091	261,927	203,736	134,332	101,193	63,542
Total. ....	66,312,962	64,901,799	65,417,308	29,448,204	24,857,902	21,193,648



# Trade and Commerce.

## WHEAT MEAL AND FLOUR.

FROM	QUANTITIES.			VALUE.		
	Year ended 31st December.			Year ended 31st December.		
	1891.	1892.	1893.	1891.	1892.	1893.
	Cwt.	Cwt.	Cwt.	£	£	£
Germany .. . . . . .	364,476	163,335	116,164	218,413	96,430	52,259
France .. . . . . .	44,097	39,962	52,355	26,991	23,736	29,677
Austrian Territories .. . . . .	1,217,933	977,272	1,099,614	897,251	712,044	743,934
United States .. . . . . .	13,703,035	19,467,391	17,995,601	8,229,595	10,686,558	8,400,236
British North America .. . . . .	1,029,247	1,359,859	1,080,986	618,594	701,913	508,144
Other Countries .. . . . . .	364,215	98,190	63,448	194,043	46,772	27,260
Total .. . . . . .	16,723,003	22,106,009	20,408,168	10,184,887	12,267,453	9,761,510

## OTHER GRAINS.

	1891.	1892.	1893.	1891.	1892.	1893.
				£	£	£
Barley .. . . . . .	17,465,698	14,277,342	22,842,257	5,941,899	4,313,902	5,772,313
Oats .. . . . . .	16,600,394	15,661,394	13,976,982	5,471,279	5,013,545	4,306,289
Pease .. . . . . .	2,419,381	2,501,492	2,302,443	862,427	863,235	728,294
Beans .. . . . . .	3,672,413	4,429,933	3,946,985	1,206,916	1,365,221	1,127,561
Indian corn or maize .. . . . . .	26,825,625	35,381,224	32,880,003	8,411,763	9,425,211	7,884,613
Indian corn meal .. . . . . .	55,700	173,564	71,428	39,740	70,426	37,748
Other kinds of corn and meal .. . . . . .				455,294	556,197	487,826
Total .. . . . . .				62,022,409	58,733,092	51,299,802

It will be seen that the total importations of wheat are rather larger in volume than those for 1892, and a little below those for 1891. The difference in the values of the importations, however, for 1893, as compared with 1892, serves to indicate the falling off in prices in the two years in question. The prices have been kept down to a considerable extent by the large quantities of grain sent forward from Russia, which were placed on the market, almost regardless of the prices they would bring. Then again, there has been a large increase in the export from the Argentine Republic, and the United States and Australia have also maintained their exports. The prices have also been kept at a low figure by the comparatively good harvests in Russia, India and the Argentine Republic, last season, and by the promise of larger importations during the coming season.

The importations from Canada are only about five per cent of the total quantity imported. There is no doubt that Canadian grain has made a favourable reputation on the markets, and that a much greater quantity could have been disposed of had the prices offered been agreeable to Canadian shippers. This, however, has proved not to be the case, and the importations are, therefore, not so extensive as they might have been otherwise.

Manitoba wheat has retained the position it has assumed, of bringing more money than any other grain upon the market; but even then the prices are such as could yield little or no profit, and very little of it has, comparatively, been imported.

In this connection I may mention that two prominent millers in this country, Mr. Wilson Marriage, of Colchester, and Mr. William Neave, of Fordingbridge, Hampshire, are going to Canada next summer for the purpose of seeing the methods of cultivation adopted by the farmers, and also of investigating the system of storing and forwarding the wheat, and the way in which the business is generally conducted. They have formed a favourable opinion of the value of Manitoba wheat, for milling purposes, and wish to make arrangements, if possible, by which they can rely upon regular and direct

shipments of the commodity. I think I cannot do better than quote, for your information, a letter I have received from Mr. Wilson Marriage, in which he refers to his visit, and to certain details connected with the trade from Russia, which tend to operate against Canadian trade. It seems to me that the matter is well worthy of consideration.

"I am hoping to visit a portion of the wheat-growing districts of the North-west of the Canadian Dominion during the coming spring, in company with Mr. William Neave, of Hampshire. We are desirous of seeing the methods of cultivation adopted by the farmers, and also of investigating the system of storage and the forwarding of wheat and the way in which the business is conducted, and to ascertain if it is practicable to purchase in a more direct manner than is generally adopted. Being both a miller and a farmer, I feel considerable interest in the subject, and I may observe that I have never met with any wheat equal in quality to the hard spring wheat grown in the North-west of Canada, and have been a regular purchaser of it whenever it finds its way to the London market. I believe English millers generally are thoroughly convinced of the great value of this wheat, more particularly the "Red Fyfe" variety, and would probably buy it in much larger quantities, if the terms on which business is conducted with shippers to London were of a more favourable character. The Russians are active competitors in the English market and give buyers much better terms. I will point out to you the difference between the American and Russian contracts.

"The American terms for 'parcels' to London are the quarter of 480 lbs., cash payable on vessel's arrival, less interest on the unexpired period of 72 days from date of the bill of lading, at the rate of  $\frac{1}{2}$  per cent over the bank rate for short time deposits (generally about 2 per cent.) All sea-damaged grain for *buyer's* account and invoice weight to be final in cases of accident.

"The Russian terms for similar kind of business, viz., parcels to London, the quarter of 492 lbs., cash payable on arrival of vessel, less interest at rate of 5 per cent. or at 'bank' rate if over that, for the unexpired period of 90 days from date of bill of lading. Further, a reduction of  $2\frac{1}{2}$  per cent from price, and all sea-damaged grain for *seller's* account.

"This contract being so much more favourable to the buyer in England, millers, who frequently purchase wheat to cover their sales, prefer to do so in Russia, and I feel sure this circumstance has a considerable effect in preventing a larger trade being done with the Canadian Dominion, with whom, from the fine quality of the wheat produced, and being of the same nationality, the millers of England would desire to be on the most intimate and friendly business terms."

According to the best information I have been able to obtain, there seems to be but little prospect of immediate improvement in the market for wheat. Apart from political or extraneous influences, it is felt that there is nothing in the statistical position to justify any immediate improvement.

The following is an extract from a well-known London grain report, issued at the end of the year:—

"The wheat trade was enlivened by a sudden demand for France, occasioned by an agitation for an increased import duty. This applied only to cargoes off coast and near at hand, which were bought up at an advance of 6d. to 1s. per qr. With this exception, nothing has occurred to vary the monotony of the trade, and the year closes with a feeling of dulness and depression in all our local markets."

"After a fall in values, which has gone on steadily for upwards of two years, some recovery might reasonably have been hoped for. The trade has, however, become so disheartened and impoverished by its repeated losses, that it begins the new year with a feeling of despondency. Apart from political or extraneous influences, it is felt that there is nothing in the statistical position to justify any immediate improvement. The heavy stocks will soon be supplemented by shipments from the River Plate and Australia, where good crops are being harvested, while Russia, America and India have still a large surplus to send forward. If the French duty should be raised, its effect, for a time, will be to shut off the demand for that country, and to force still larger supplies upon our free trade markets. The growing crop prospects are at present very favourably spoken of on both sides of the Atlantic, but it would be premature to base any calcul-

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ations upon them, until they emerge from the winter, which, so far, has been an exceptionally mild one."

Messrs. Norman & Company, of 3, East India Avenue, E.C., who have devoted a good deal of attention to Canadian trade, have also written me a letter, of which I quote an extract. Mr. Norman personally visited Canada last year, and established an agency in Montreal with the view of dealing with larger shipments than had hitherto reached his firm; but of course prices have been altogether against an extension of the trade, as already mentioned.

"In reviewing the grain trade of Canada with the United Kingdom during the past year, the most noticeable feature is the falling off of exports, more especially during the latter months. Taken as a whole the year has been one of persistently dropping prices, both in wheat and flour. Another serious factor which Canadian shippers have had to contend with has been the phenomenally large exports from Russia, which have been continuously thrown upon the English and continental markets at such low prices that Atlantic shippers decline to compete. Canadian factors for some months past have found that they can sell to better advantage in their own country, and pending an improvement in values here apparently prefer to store their surplus grain.

"The adverse influence of the American markets has been severely felt, and there is no doubt that the financial troubles in the early part of the year, have had a depressing effect upon grain values. It was anticipated that upon the repeal of the Sherman Act, an improved tone would be given to values, but the fact remains that the year closed with the lowest limits on record. Earlier in the year, considerable attention was directed towards the vast wheat-growing districts of Manitoba, and at one time, it was confidently anticipated, that a largely increased export to this country would result. Only very small quantities, however, have found their way here, and it hardly affords matter for surprise that farmers and shippers, rather than accept the low values ruling, continue to hold on to their stocks. It is, however, highly problematical when the long-looked for improvement will take place.

"In the United Kingdom markets, we have had to deal with a state of apathy and suspicion. The 'bull' feeling appears to be extinct, and certainly during the past year everything has been in favour of persistent 'bearing.' Statistically, the position is in favour of wheat, but as against this, the imports and supplies of flour have been depressingly heavy, far in excess of previous years, and even should the flow of Russian shipments diminish we are promised liberal offers from the Argentine and India, where the crop accounts are of a most satisfactory nature. It was hoped and believed that with the end of 1892, bottom prices had been touched, and therefore, the disappointment at the continued downward tendency throughout 1893 has been keenly felt."

With regard to flour, it will be noticed, that there is a falling off in the quantity imported in 1893, compared with that of 1892, but a considerable increase over the importations of 1891. The value of the imports in 1891 was, however, somewhat greater than in 1893, although the quantity in the latter year was nearly 4,000,000 cwt. greater than in the former. This illustrates the extremely low prices which have been prevailing. Stocks have also been increased largely, and this is another reason for the bad prices.

I am sorry to notice that Canada, instead of occupying the second position among exporting countries of flour, as she did in 1892, now takes the third place, the imports from the Austrian Territories having increased. Hungarian flour, especially, is much in favour in this country, and it will be seen that it brings a higher price than any other in the market. I am endeavouring to get a sample of this flour, in order that it may be examined and compared with Canadian flour by your department.

The depression which has prevailed generally in the grain trade has affected the prices of barley also, although the importations in quantity are largely in excess of previous years. It will be seen from the statement, that 17,500,000 cwt. of barley in 1891 were valued at about £200,000 more than 22,850,000, cwt. in 1893. I cannot do better than quote for your information, an extract from Messrs. Norman's report, referring to this subject:—

“Russian competition and low prices have militated against the development of this industry. It is admitted that the present crop of Canadian barley is good in colour and appearance, but, unfortunately, is rather too light in weight for our markets. Apart from this, it would appear impossible for the Canadian farmers to grow a barley to compete against the extremely low prices at which Russian barley has been sold. Basing the minimum price for 1893 crop, six-rowed Canadian barley, weighing 50 lbs. per bushel at about 20s. per 400 lbs. c.i.f., Russians weighing 51 to 52 lbs. have been selling at 14s. It is a matter of great regret that Canadian farmers did not follow up actively the development of the two-rowed variety, for which there have been numerous inquiries, and in which a large trade could have been done at fairly remunerative prices.”

In regard to oats they write as follows :—

“Early in the past year, a fair trade was done with this country, but of the new crop, 1893, not a parcel has been shipped to London up to the present. Canadian shippers appear unable to meet the market, although there has been a good demand from buyers at competitive values.”

I have also received the following letter from Messrs. Claudius & Chattaway, in which they call attention to the imperfect grading of certificated No. 2 oats :—

“We think that it is desirable in the interests of Canadian trade, to call attention to the unsatisfactory nature of the grading of feeding grain in Montreal. During the past year or two at least, the obstacles to business with England, occasioned by this faulty grading have been considerable. We especially allude to oats and pease. Oats certificated No. 2 have been found frequently mixed with barley and wheat, to such an extent as to deteriorate their quality 1s. or 1s. 6d. per quarter below other oats, on the same certificate ; and certificated No. 2. Pease have been sometimes almost as unsatisfactory as the oats. Such grading is worse than useless. It covers about the most inferior quality that could possibly be shipped and if continued would render grading useless.”

Several complaints have been made to me on this subject, in the last year, and I have called your attention to it.

The following is an extract from a letter from Mr. William Maclay of Glasgow, and refers to the same matter :—

“I may add that I am importing regularly from Canada, oats, pease and maize. As regards pease and maize, I do not know that I have anything to say against them, but I have something to say about oats. First of all, I complain of the irregularity of quality as shown by the bushel weights taken here. For example, one shipment of oats may weigh 41 lbs. per bushel, and the next shipment bought on the same terms, on the same grade, and on the same certificate, will weigh perhaps only 37½ lbs. per bushel. Of course, I am stating here two extremes. I think the officials who grade the grain in Canada ought to make the bushel weight the principal test. Then we have often an admixture of grain with the oats, that is to say, there is often wheat, barley and pease amongst the oats, and they do no improve the oats, unless perhaps in they way of adding to the bushel weight. When we buy oats in this country, we wish to receive oats and not a mixture of oats, pease, wheat and barley.”

Messrs. Norman & Co. write to me as follows, with regard to the importation of pease :—

“Pease have had severe competition to meet, owing to the large quantities of Calcutta pease which have found their way on this market, and which have been found to give satisfactory results to the splitters.”

The following are the statistics relating to the importation of live animals into Great Britain for food, during the year 1893.

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## ANIMALS.

Animals, Living. (For Food.)	From	QUANTITIES.			VALUE.		
		Year ended 31st December.			Year ended 31st December.		
		1891.	1892.	1893.	1891.	1892.	1893.
		No.	No.	No.	£	£	£
Oxen and bulls	Denmark	8,602	901	.....	91,481	9,455	.....
	Spain	7,662	1,591	.....	134,971	27,655	.....
	Canada	98,376	90,012	81,232	1,629,975	1,458,142	1,436,479
	United States	314,228	392,679	248,825	6,053,483	7,470,333	4,667,152
	Other countries	11,635	5,098	7,006	183,136	95,957	109,816
	Total	440,503	490,281	337,063	8,093,046	9,061,542	6,213,447
Cows	Denmark	11,998	844	.....	129,355	8,942	.....
	Sweden	293	45	.....	3,366	504	.....
	Canada	9,148	7,934	1,690	140,655	118,807	28,526
	United States	667	255	66	10,386	4,439	1,144
	Other countries	3,208	1,428	1,152	52,335	24,108	19,326
	Total	25,314	10,506	2,908	336,097	156,800	48,996
Calves	Denmark	6,263	260	.....	22,756	880	.....
	Holland	34,168	762	.....	126,776	3,484	.....
	Canada	765	293	3	1,261	761	13
	Other countries	394	135	71	1,638	544	305
	Total	41,590	1,450	74	152,431	5,669	318
Sheep and lambs	Denmark	65,368	*38,529	*29,227	95,561	48,100	35,254
	Germany	.....	.....	.....	.....	.....	.....
	Holland	208,443	6,686	.....	441,867	14,877	.....
	Canada	31,633	15,743	3,589	61,337	31,359	6,782
	United States	10,537	2,829	.....	17,948	5,854	.....
	Other countries	28,523	15,261	29,866	46,302	25,469	46,494
Total	344,504	79,048	62,682	663,015	125,659	88,530	
Swine	Denmark	.....	.....	.....	.....	.....	.....
	Holland	540	24	.....	1,808	86	.....
	United States	.....	2,568	.....	.....	8,003	.....
	Other countries	2	1,234	188	1	4,376	413
	Total	542	3,826	138	1,809	12,465	413
	Total value of animals, living...£	.....	.....	.....	9,246,398	9,362,135	6,351,704

\* Mostly imported from Iceland. That island, in these returns, is included with Denmark, and animals from thence are allowed to be landed.

There was a considerable falling off in the importation of oxen during the year, largely owing to the low prices which have prevailed. The hay crop in many parts of the United Kingdom was a failure, and the prices of forage consequently became high. In view of this fact, and of the impoverished condition of the agricultural community generally, as the result of several bad years and low prices, a large number of home stock have been rushed on the market, which of course had the inevitable consequence of bringing down prices, and of restricting importation. There was a particularly large

decrease in the case of the United States, and I am rather surprised that the falling off in Canada was not greater than that shown in the statistics, in view of the restrictions that have been placed upon the importation from Canada, and of the difficulty experienced by farmers and shippers in meeting the necessary alteration in the conditions of the trade.

I am afraid that the season has not been a good one for Canadian shippers for the reasons I have mentioned, and I doubt if, excepting in a few cases, they have made money. Perhaps, however, the farmers throughout the Dominion have not suffered to the same extent, and we can only hope that the prices next season will be better than they have been. This is regarded as a not improbable contingency, in view of the number of home-bred cattle placed upon the market during the last year, and of a probable consequent scarcity in the spring. Many good judges, in consequence, are inclined to the belief that higher prices may rule, but shippers will no doubt get their own information on this point in due course.

It was, of course, in the nature of things that the export of cows from Canada should fall off, in view of the restrictions necessitating the slaughter of animals at the port of landing. I do not regard the diminution in the export of cows as an unmixed disadvantage, in view of the endeavours which are being made to extend the exports of cheese and butter from Canada to the British markets, a subject with which I shall deal later on.

As will be seen from the statistics, the importation of sheep alive into this country, has become a very small business, and there seems no probability of its increasing while there is such a development in the dead meat trade from Australasia and the River Plate. Mr. Dyke makes some interesting remarks on this subject, and if prices should eventually harden a little, the live sheep trade may again recommence. But it is regarded as problematical. Owing, however, to the prevalence of the foot-and-mouth disease in many parts of the Continent, any movement in that direction is likely to affect Canada more favourably than any other country; and it will of course be borne in mind that the restrictions in the case of cattle do not apply to sheep.

I explained in my report for 1892, the circumstances which led up to the prohibition on the importation of cattle from Canada, except for slaughter at the port of landing.

You will be aware that, both during the winter and before the opening of the 1893 season, I made strenuous endeavours to induce the Government to withdraw the restrictions and to again restore the privilege of free entry for cattle from Canada, of which, in my opinion, we had been unjustly deprived upon evidence of the most inconclusive character.

I was unable, however, to do more than induce the Government to promise that they would make a special examination of the arrivals from Canada in the early part of the season. I was led to believe that, if the health and condition of the animals proved satisfactory, there was a chance of the restrictions being removed. It was therefore deemed desirable that the shippers should not withhold their shipments in view of the restrictions, but send them over as usual, the understanding being that the sooner a sufficiently large number of animals had been examined, the sooner the decision as to the future course of the Board of Agriculture would be arrived at.

I found, however, it was intended that the Canadian animals should be landed and dealt with at the wharfs at which the animals from the United States were disembarked. I at once pointed out the danger that would arise from the possible intermixing of the animals and the difficulty there would be in deciding which were Canadian and which were United States animals, in any suspicious cases discovered.

As the consequence of my representations, special arrangements were made at all ports of landing, by which separate slaughter houses were used for the Canadian animals and a large force of commissionnaires were stationed at each place, in order to prevent any intermixing of the animals, or any interference with them until after slaughter had taken place, and the lungs had been examined by the proper veterinary officers.

I was sorry to be obliged to report that, about the end of May, after several thousands of animals had arrived, one or two cases of alleged pleuro-pneumonia were discov-

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ered by the veterinary officers of the Board of Agriculture, in Liverpool. They decided to rely on one case only, although they stated that, if the symptoms in two of the other animals had appeared in English animals, the herd would have been immediately slaughtered, as showing signs of pleuro-pneumonia. Immediately the lungs were sent to London, I saw them, in company with Mr. Hunting, the Veterinary Expert whom I have employed, under the authority of the Department of Agriculture. He came to the conclusion, in which I concurred, that the cases were not pleuro-pneumonia at all, but simply aggravated cases of chronic inflammation of the lungs, in which symptoms resembling pleuro-pneumonia had been set up by the conditions under which the animals were conveyed across the Atlantic. We sent specimens of the lungs to various experts, Professor Williams, of Edinburgh, Dr. Sims Woodhead, Dr. Klein and M. Nocard of Paris, all of whom pointed out various distinctions between the appearance of the Canadian lung and that of an animal affected with typical pleuro-pneumonia. I regret to say, however, that the evidence I have been able to produce has not been sufficiently conclusive to induce the Board of Agriculture to withdraw the restrictions. After the cases to which I have referred in May, the special arrangements made for the inspection of Canadian animals were withdrawn, and from that time to the close of the season they were dealt with precisely as animals from the United States.

Towards the end of the season, another alleged case of pleuro-pneumonia was reported at Deptford, being one of 758 animals shipped on the "Hurona" from Montreal about October 7th. The animal in question came from Howe Island, near Kingston, and was one of a herd of 21, the only cattle on the island, all of which were shipped. No case of pleuro-pneumonia has ever occurred in the island, or in Canada for the matter of that, and none of the other animals on board the "Hurona" showed any signs of the disease whatever. Even the animal which was alleged to be affected, was apparently perfectly healthy before slaughter, and showed no signs of distress of any kind.

Mr. Hunting, as usual, saw the lungs of the animal, but came to the conclusion that it was a case precisely similar to those which had occurred before, and was strongly of opinion, for the reasons given in his report on the previous cases, which has been presented with other papers to the Imperial Parliament, that the disease from which the Canadian animals have suffered is certainly not pleuro-pneumonia or any disease of a contagious nature.

I have been unremitting in my endeavours to induce the Board of Agriculture to withdraw the regulations they have adopted, and I have had the cordial support of the Marquis of Ripon, the Secretary of State for the Colonies, in all my efforts.

The Board of Agriculture in a recent letter have stated that they are awaiting a further reply to their communications to the Canadian Government, asking for information as to the nature of the quarantine arrangements which are in force and the manner in which they are carried out, and also as to the views of the Canadian Government as to the course they suggested should be adopted in the event of any further suspicious cases arising.

In the letter in question, the Secretary of the Board of Agriculture states :

"In conclusion, the Board may observe that they remain very desirous of finding themselves in the position to restore free entry to Canadian cattle, and it is with this hope they have asked for the information and made the suggestions above referred to."

While I am by no means sure that a trade in fat cattle would not be more profitable to Canadian farmers and shippers than a trade in store animals—a point upon which I am aware a difference of opinion prevails—I look upon it as a duty that we should all endeavour to remove the ban under which Canada has been placed by the declaration on the part of the Board of Agriculture that animals from the Dominion have been affected with pleuro-pneumonia.

There is no doubt that the Scotch and English farmers have made a great deal more money out of the Canadian store stock than the Canadian farmers have done. Apart from the advantages which would accrue to Canadian farmers for the system of feeding, the enrichment of the soil which follows as a natural consequence, has also to

be considered. Then again, when grain and fodder are at a low price, it is a question whether our conversion into beef is not a more profitable transaction than disposing of the grain for practically what it will realize. It must also be borne in mind that it costs little or nothing more to bring over fat stock to this country than store stock, while the profit is of course greater. In this connection, I venture to quote an interesting article from the "Dundee Courier," as to the results obtained from feeding five Scotch-bred animals, five Irish animals, and five Canadians.

*The Weekly News, Dundee, 3rd February, 1894.*

Home-bred, Irish or Canadian cattle.—Comparative advantages of feeding.—A Perthshire farmer's experience.—Results of practical experiments.—Interesting statistics.—A triumph for Canadians.

[By Mr. WM. SUTHERLAND, Peel, Tibbermuir, Perthshire.]

The old copy-book headline has it that "Comparisons are odious." The scribe who first penned the phrase had evidently little knowledge of farming affairs, otherwise he would doubtless have given us a somewhat different version of the matter, since it is only by instituting careful comparisons, and carrying into practice the knowledge acquired from their results, that any real improvement can be made or benefit gained. In looking at our subject—the comparative advantages of home-bred, Irish, and Canadian cattle—the first fact that attracts our attention is that self-interest is very apt to lead one man to regard as an advantage the very thing which probably his next-door neighbour—influenced by the same agent—looks upon as the greatest possible disadvantage. Self is, in every line of life, extremely liable to "rule the roast," and, as a keen student of human nature has truly remarked—

"When Self the wavering balance holds,  
'Tis rarely right adjusted."

The home breeder, for instance, looks upon imported cattle with anything but a favourable eye—the "bogey" he holds forth to the public as an excuse for his hostility usually being the risk incurred of imparting disease to home-bred stock by the admittance of aliens. In some instances, no doubt, that may be the real opinion held by the opponent of free trade, but in the great majority of cases the actual reason of ill-will to the foreigners lies in the fact that they affect the pocket of the home breeder, increase in numbers leading to decrease in value. Scottish feeders, again, or, at all events, a considerable proportion of them—as apart from breeders—look at the subject from a wholly different standpoint. The greater the selection of stores available for their purposes, the more likelihood there is of their obtaining their needed supplies at rates which will leave them a profitable margin for fattening, and they are consequently in favour of the free admission of store cattle from other countries. Did the exclusion of live stock from abroad involve also the shutting out of foreign meat from our markets, there might be something to be said in favour of the home breeders' views of the matter, but since the fact stares us broadly in the face that the overplus of our kinsmen beyond the seas is inevitably bound to find its way to our shores in one shape or another—either in the form of live cattle or in that of dead meat—it seems to me that while present free trade notions hold sway, any one looking at the matter from an unbiassed standpoint has no option but to come to the conclusion that, so long as reasonable precautions are taken to prevent the introduction and spread of disease, the home feeder should have free latitude to select his raw material from whatever part of the world he may think most suitable. It would never do to "protect" one class of agriculturists at the expense of another—all should stand on the same footing. Whilst every farmer who has had Canadian cattle through his hands will readily testify to the fact that he never had, and could not wish, a healthier or hardier class of stock—still, some diversity of opinion seemingly exists as to their merits so far as leaving a profitable return for keep is concerned. One feeder states that he has "never found them very profitable." Another "likes them very well." A third asserts that "three home-breds can be fattened on the same quantity of food as two Canadians," and a fourth that "they do fully as



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well as any Irish." Somewhere or other I have read that "in the multitude of counsellors there is wisdom." Seemingly, however, some discernment is occasionally required to enable one to discover where the wisdom lies. Since 1884 we have fattened a considerable number of Canadian and Jutland cattle alongside of home-breds and Irish. I have always been under the impression—or, rather, have known for a certainty—that the foreigners (under which head we may class the first two varieties) were generally by far the most profitable; but never having gone strictly into details as to the quantity of food consumed by them in comparison with the others, length of keep, and other matters, could not say definitely how much the balance inclined in their favour. During the past winter and spring (1892-93), however, I took the opportunity of experimenting in the matter with home-bred, Irish and Canadian cattle. It is to be regretted that no "Juts" were procurable—their addition to the list would have rendered the issue more interesting.

The experiment was initiated in the beginning of October, and the cattle were all stall-fed, as, by my way of thinking, there is a decided loss in court-fattening. Of the fifteen cattle experimented with, the five home-breds consisted of two-year old shorthorn crosses in very moderate condition, having been summered on rather inferior pasture. The five Irish two-year old polled crosses were the fair average of a lot bought in some weeks previously, and were considerably better conditioned than the home-breds. The five Canadians (two under two year old and three over) consisted of a lot bought just previous to the "slaughter order" coming into force. They were of a somewhat "roughish" description, and in poor condition—four of them so much so indeed that I was rather doubtful whether it would be giving them fairplay to place them on trial against the others. All who have had to do with cattle must, if they keep their eyes open, have observed that the appetite varies greatly, and that occasionally one animal will be found to consume, if it can get it, possibly a half more food than its next neighbour—although both may be of same age and breed—without making any corresponding increase in the rate of improvement. To enable a reliable conclusion to be drawn as to the merits of the three lots we have had to deal with, I thought the most satisfactory method would be to place each of the fifteen on an exactly similar weight of food daily. An unstinted allowance of good oat straw was given—the exact quantity consumed could not very accurately be determined, as a considerable quantity was, of course, pulled down by the animals and left uneaten. They were all good eaters, however, and, so far as we could judge, about the same bulk of fodder was consumed daily by each lot. As regards the other rations, the supplies and weights were as follows:—

### BILL OF FARE.

	5 A.M.	11 A.M.	5 P.M.
1st fortnight.....	20 lbs. yellow turnips.	2 lbs. cotton cake, undecorticated ; 10 lbs. yellow turnips.	20 lbs. yellow turnips.
2nd fortnight.....	30 lbs. swedes.	4 lbs. cotton cake ; 10 lbs. swedes.	30 lbs. swedes.
2nd month.....	35 lbs. swedes.	3 lbs. linseed cake ; 3 lbs. cotton cake ; 10 lbs. swedes.	35 lbs. swedes.
3rd month.....	35 lbs. swedes.	3 lbs. linseed cake ; 3 lbs. bruised wheat ; 10 lbs. swedes.	35 lbs. swedes.
4th month.....	35 lbs. swedes.	3 lbs. "dried grains" ; 3 lbs. cotton cake ; 10 lbs. swedes.	35 lbs. swedes.
5th month.....	35 lbs. swedes.	2 lbs. cotton cake ; 3 lbs. "bibby" cake ; 12 lbs. potatoes.	35 lbs. swedes.
6th month.....	30 lbs. swedes.	2 lbs. cotton cake ; 3 lbs. "bibby" cake ; 12 lbs. potatoes.	30 lbs. swedes.

During the progress of the experiment nothing untoward occurred. Two of the bullocks—a home-bred and a Canadian—shot far ahead of the others in rapidity of improvement. The Irish, although gaining slightly in weight, gave little or no outward indication of gain in condition for the first eight or ten weeks. With the home-breds the

rate of improvement was more easily marked. In the Canadian lot improvement in appearance was distinctly noticeable by the end of the first week, and increasingly so as time progressed. The live weights at the commencement and, monthly afterwards during the progress of the experiment are given in the following tables. The bullocks, it must be noted, were disposed of immediately on becoming "ripe" enough for the butcher, and not all retained and sold at one time.

HOME-BREDS.

No.	Weight when tied up.			End of 1st Month.			End of 2nd Month.			End of 3rd Month.			End of 4th Month.			End of 5th Month.			End of 6th Month.			Time on Hand.	
	C.	Q.	L.	C.	Q.	L.	C.	Q.	L.	C.	Q.	L.	C.	Q.	L.	C.	Q.	L.	C.	Q.	L.	Mths	Wks
1	9	0	16	10	0	4	10	3	8	11	3	2	...	...	...	...	...	...	...	...	...	3	2
2	7	3	18	8	0	20	8	1	24	9	1	2	9	3	8	10	3	12	...	...	...	5	2
3	8	1	0	8	2	16	9	1	4	10	0	6	11	0	22	11	3	26	...	...	...	5	2
4	7	3	20	8	1	14	8	3	10	9	1	16	9	3	22	11	0	8	...	...	...	5	0
5	8	0	22	8	2	20	9	0	6	9	1	20	10	0	22	10	3	20	...	...	...	5	2
Average	8	1	4	8	3	3½	9	1	4½	9	3	26	10	1	4½	11	0	16½	...	...	...	5	0
Average monthly gain per head	...	...	...	0	1	27½	0	2	1½	0	2	21½	0	3	0½	0	3	12	...	...	...	...	...

IRISH:

1	8	1	20	8	3	10	9	2	0	9	3	20	10	1	4	10	2	14	...	...	...	5	1
2	8	2	18	8	3	20	9	0	24	9	2	6	10	0	4	10	3	6	11	2	8	6	0
3	8	1	0	8	1	18	8	2	20	9	1	24	9	3	16	10	2	8	...	...	...	5	2
4	8	2	14	9	0	6	9	1	18	9	2	24	10	1	6	10	3	10	...	...	...	5	3
5	8	0	14	8	2	14	8	3	20	9	1	6	9	2	16	10	1	6	10	3	14	6	0
Average	8	1	18½	8	3	2½	9	0	16½	9	2	10½	10	0	3½	10	2	14½	11	0	25	5	2½
Average monthly gain per head	...	...	...	0	1	11½	0	1	14	0	1	22	0	1	21½	0	2	10½	0	2	21	...	...

CANADIANS.

1	9	0	24	9	2	14	10	1	18	11	1	2	12	0	0	12	3	18	13	3	14	6	0
2	10	1	6	10	3	16	12	0	4	13	1	14	...	...	...	...	...	...	...	...	...	3	0
3	8	0	4	9	0	16	9	3	10	10	2	0	11	1	14	12	0	14	...	...	...	5	1
4	8	3	24	9	2	24	10	0	20	11	0	10	11	2	12	12	1	10	13	1	12	6	0
5	7	1	6	8	0	26	9	0	4	9	2	8	10	3	14	12	0	22	...	...	...	5	1
Average	8	3	1½	9	2	2½	10	1	5½	11	0	18	11	1	24	12	1	16	13	2	13	5	0½
Average monthly gain per head	...	...	...	0	3	0½	0	3	3½	0	3	12½	0	3	12	0	3	20	0	3	27	...	...

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The gain in weight of each of the three classes will be seen at a glance in the following table :—

Average Increase per Head.	1st Month.	2nd Month.	3rd Month.	4th Month.	5th Month.	Average Gain per Head in 5 Months.
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Irish.....	39½	42	50	49½	66½	247½
Home-breds.....	55½	57½	77½	84½	96	370½
Canadians.....	84½	87½	96½	96	104	468½
Increased gain of Canadians over home-breds.....	29½	30	19½	11½	8	
Increased gain of Canadians over Irish.....	45½	45½	46½	46½	37½	

As regards the main point—the £. s. d. part of the experiment—the result stood as follows :—

### COST AND RETURNS.

—	Net Average Cost Price per Head.	Cost per Cwt.	Average Length of Keep.	Average Selling Price per Head.	Sale Price per Cwt.	Average Monthly Return per Head for Keep.
	£ s. d.	s. d.	M. W.	£ s. d.	s. d.	£ s. d.
Home-breds.....	10 0 0	24 1½	5 0	18 4 0	*33 3	1 12 9½
Irish.....	10 10 0	24 11½	5 2½	17 19 0	32 8	1 6 1½
Canadians.....	10 3 6	23 3	5 0½	21 6 6	33 2	2 3 8

\*The selling price per cwt. is calculated on the weight shown by mart steelyard at time of sale. The difference between it and home weight (the cattle walking four miles, and fasting three to four hours in the interval) ranging from 14 to 28 lbs. per head.

The result shows that the home-bred and Irish bullocks were far outstripped, both as regards gain in weight and increase in monetary value, by their Canadian companions. The impression that has got abroad that Canadians are great consumers of food compared with home cattle, is an utter mistake. Given animals of the same age, class and size, the former will not consume more than the latter, and will, as a rule, pay the buyer much better for their keep. As to the Irish, they have no chance whatever when pitted against the Canadians—the latter will half complete the fattening process, while "Pat" is making up his mind to start the business. Given a lot of well-bred Irish and another of Canadians—both equal in appearance as regards size and condition—I would, provided I could not get them on better terms, readily give 30s. per head more for the latter than the former, and be a profiter in the end. It is a curious thing that nowadays very many outsiders know—or at all events, think they know (which by their method of reasoning, seemingly amounts to about the same thing)—the farmer's business much better than that unfortunate individual does himself. It is no doubt some slight inoculation with this idea which has lately led the editors of certain English and Scottish papers to dilate on the desirability of the agriculturists of this country giving the store cattle from the Dominion "the cold shoulder," and going more heavily in for home breeding.

It shows at a glance how much more profitable the Canadian animals have proved, and serves to explain the extreme desire of the Scotch farmers that the present embargo should be removed.

The following statistics relate to the importation of meats of various kinds, and they deserve the study of Canadian farmers and shippers, as showing the extensive markets the United Kingdom offers for articles of the kind.

## ARTICLES OF FOOD.

Articles of Food.	From	QUANTITIES.			VALUE.		
		Year ended 31st December.			Year ended 31st December.		
		1891.	1892.	1893.	1891.	1892.	1893.
		Cwt.	Cwt.	Cwt.	£	£	£
Bacon .....	Denmark .....	580,868	671,882	711,854	1,582,878	1,919,397	2,148,138
	Germany .....	3,748	3,089	9,744	9,397	7,821	29,890
	Canada .....	151,109	239,121	193,773	284,115	462,646	495,166
	United States .....	2,675,054	2,895,951	2,177,293	4,517,665	5,354,405	5,523,447
	Other countries..	99,430	71,335	106,223	256,269	185,852	283,174
	Total .....	3,510,209	3,881,378	3,198,887	6,650,324	7,930,121	8,479,815
Beef, salted.....	United States...	235,140	267,709	187,927	334,818	375,947	256,744
	Other countries..	12,619	7,685	12,587	21,204	12,641	22,253
	Total .....	247,759	275,394	200,514	356,022	388,588	278,997
fresh .....	United States...	1,747,578	1,951,887	1,489,949	3,745,324	4,206,106	3,295,559
	Other countries..	172,933	127,750	318,103	293,171	207,042	535,040
	Total .....	1,920,511	2,079,637	1,808,052	4,038,495	4,413,148	3,830,599
Hams .....	Canada .....	83,680	114,198	57,780	196,296	271,684	172,148
	United States...	1,116,441	1,131,279	920,961	2,580,573	2,668,923	2,686,643
	Other countries..	4,682	7,655	9,670	14,568	23,105	31,461
	Total .....	1,204,803	1,253,132	988,411	2,791,437	2,963,712	2,890,252
Meat, unenumerated, salted or fresh.....	United States...	19,733	20,895	21,865	39,948	45,545	46,489
	Other countries..	93,624	129,678	155,644	215,950	299,400	353,423
	Total .....	113,357	150,573	177,509	255,898	344,945	399,912
Meat, preserved, other- wise than by salting	Beef .....	554,235	567,991	386,617	1,294,090	1,339,094	961,359
	Mutton .....	65,073	68,412	83,882	136,934	139,202	154,818
	Other sorts .....	156,953	163,098	121,420	457,037	473,469	429,030
	Total .....	776,261	799,501	591,919	1,888,061	1,951,765	1,545,207
	Mutton, fresh.....	Germany .....	32,427	22,958	17,068	82,579	59,733
Holland .....		56,668	164,872	197,266	127,726	392,663	443,760
Australasia .....		1,063,457	977,394	1,187,458	2,108,610	1,981,162	2,304,719
Argentine Republic .....		436,358	471,128	515,611	791,011	866,581	959,299
Other countries..		74,084	63,614	54,097	172,075	146,963	123,311
Total .....		1,662,994	1,699,966	1,971,500	3,282,001	3,447,102	3,873,863
Pork, salted, not hams	United States...	170,075	162,220	108,811	232,753	233,343	195,241
	Other countries..	56,723	66,134	78,110	63,179	72,919	94,336
	Total .....	226,798	228,354	186,921	295,932	306,262	289,577

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## ARTICLES OF FOOD—*Concluded.*

Articles of Food.	From	QUANTITIES.			VALUE.		
		Year ended 31st December.			Year ended 31st December.		
		1891.	1892.	1893.	1891.	1892.	1893.
		Cwt.	Cwt.	Cwt.	£	£	£
Pork, fresh .....	Holland .....	90,114	92,808	121,147	215,669	214,217	290,587
	Belgium .....	31,322	22,522	25,233	75,538	55,738	63,422
	Other countries..	6,082	16,777	36,711	11,518	40,210	101,535
	Total .....	127,518	132,107	183,091	302,725	310,165	455,544
Rabbits .....	Belgium .....	84,184	88,873	82,436	234,245	248,067	225,317
	Other countries..	19,501	18,757	21,387	52,736	55,195	62,420
	Total .....	103,685	107,630	103,823	286,981	303,262	287,737
	Total of dead meat .....	9,893,895	10,607,672	9,410,627	20,147,876	22,359,070	22,331,503

It will be noticed in regard to bacon, that for the first time, the imports from Canada are shown separately, and this is the result of representations which I made to the Board of Trade upon the subject.

There has been a slight falling off in the quantity imported, but prices have been rather better than in previous years, and the total value of the importations is, therefore, considerably greater than in either 1892 or 1891.

The United States seem to monopolize the greater part of the trade, but the importations from Denmark are steadily increasing, which is attributable not only to the quality of the produce itself, but to the attention paid in that country to the requirements of the British market.

There has been a slight falling off in the importations from Canada, although there has been more money in the business than in previous years. All the authorities I have consulted, assure me that the Canadian pea-fed bacon is becoming popular in the United Kingdom.

There is an unlimited demand for bacon in this country. It is the standard breakfast dish, and is used in many other ways. Canada seems to be admirably adapted to the raising of pigs, and with the extension of cheese factories and creameries, and the low prices of grain and food stuffs that have prevailed, the pork-raising industry is one which might be engaged in to a much greater extent than is now done in every province of the Dominion.

Mr. Barnes, who has established a bacon factory in London, Ontario, and with whom I was in communication some time before he visited the country, writes to me as follows:—

“In bacon, I am importing large quantities from my factory in London, Ontario, and I would suggest that the Government should encourage breeding of hogs from the Yorkshire pigs, as they are most suitable for bacon, &c., being long and full of lean.

“That they should impress on the farmers, the desirability of sending them in to the markets alive all the year round, and of a weight of 150 to 200 pounds dead weight.

“This would encourage the English demand.”

Messrs. G. A. Corderoy & Co, of Hibernia Chambers, also write:—

“In reply to your favour we are pleased to be able to report to you that the past seven years have marked a new era in Canadian hog products. Their value is now

above the American, and such improvement has been made that they are coming into strong competition with the Danish product. The chief cut for this market is Singed Wiltshire side, the ham is also much appreciated. There is not much lard sold here, probably because it fetches a better price at home.

“It is complained with justice that the fore-ends are often much too thick—to remedy this, and also to still further enhance the value of the product, it is most desirable that the breed of pigs should be improved by importing periodically the large white Yorkshire boar and sow, which have been so much use in Denmark in helping the Danes to produce the long, lean bacon, which suits so well the requirements of London.”

I have also received a letter from Messrs. Gilcriest & Co., of Liverpool, who are interested in the trade:—

“During the last year, the advance made in the quantity of Canadian bacon prepared specially for the English market has very largely increased. There have come on to the English market three new curers in addition to those already established; one is, we understand, a local house of Ontario, Canada, another a large firm of considerable capital in Montreal, and a third is a London firm, of London, England. Owing to the fostering care of these three new comers, with more advanced ideas than those previously in the business, the trade has very largely increased. It has, we understand, not been so remunerative to Canadian packers as it might otherwise have been for the following reasons:—

“(1) Canadian packers have restricted themselves in the past far too much to one particular cut—what is known as Singed Wiltshire cut or long sides. As, during the last twelve months, Danish and Irish hogs have been comparatively very cheap, they have forced Canadian bacon to be sold at prices that have been far from remunerative to Canadian packers. This might have been avoided had the selection of Canadian meats been more varied. For instance, take such cuts, which are in large demand on the English and Irish markets, as light long rib, light Cumberland cut, clear bellies, 14 to 16, and 16 to 18 lbs. average; short cut hams 14 to 16, and 10 to 12 lbs. average; Staffordshire cut, lean on, 38 to 40, and 40 to 45 lbs. average; long clear 45 to 50 and 50 to 60 lbs. average; and long hams 8 to 10, 10 to 12 and 14 to 16 lbs. average. If Canadian packers went more into these cuts, in addition to singed Wiltshire, we are of opinion the results would be much more remunerative in the course of twelve months than they have been previously, as singed Wiltshire cut bacon is liable to sudden and violent fluctuations in price from the uncertainty of the Irish and Continental markets.

“(2) The cure of Canadian singed Wiltshire has, in the past, been too dull, heavy and salt. This has been very largely improved by the house from London, England, who are now packing in Canada, but they have, however, in our judgment, gone to the opposite extreme.

“We think these difficulties could be obviated at once if the Canadian packers would obtain from one or two of the large western packing houses in the United States, trained men, thoroughly capable of cutting and curing meat suitable for the English market. In our judgment, a very large impetus would be given to the trade if this step was promptly taken.

“We may say that during the past twelve months, Canadian bacon has been introduced very largely over districts in England, where it has hitherto been unknown, mainly owing to the agency of one of the most prominent firms in the United Kingdom, Messrs. George and John Nickson & Co., of Liverpool and London, who seem inclined to make this trade a speciality.

“We may say, in conclusion, that, in our judgment, there is a very great future before the Canadian packing trade with the United Kingdom, but there is no question also that the Canadian packers are very much behind in their knowledge of the requirements of the English market, and if our suggestions were distributed amongst Canadian packers and farmers, as to the getting immediately of trained experts from the United States of America, an enormous impetus would be given to the Canadian export trade. It seems a very great pity that after Canadian farmers, by their process of feeding the hogs, have brought them to such a high state of perfection ahead of United States, they have stopped short at getting properly trained men to cure, pack and export the goods.”

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A Bristol importer tells me that there is an increasing demand in the west of England for Canadian bacon, and that it at present far exceeds the supply.

I think all these reports show a hopeful future for the trade. Of course I make no comment on the different suggestions made to me—that is a matter for experts. Canadian bacon certainly fetches a higher price than that imported from the United States, but it is still behind the best Danish and the home produce. I venture to think that if a little more attention is paid to the breed of pigs, and to the preparation of the bacon for the British market, the disparity in the price may, to a considerable extent, be removed.

There is nothing that I need say with regard to the importation of fresh and salted meat. This business seems to be largely in the hands of the United States; but, according to all accounts, it does not seem very profitable, although I have had several interviews with gentlemen who think that fresh beef might, with advantage, be sent to this country from Canada in cool chambers, while slaughter at the port of landing is imperative—the advantage being, they claim, that the meat procures a better price *pro rata* than the animals do, if sent over alive; while the offal and less valuable joints are retained for consumption in the country. Against this opinion must of course be placed the large export of live stock from the United States to this country.

With regard to hams, very much the same remarks apply, as in the case of bacon. I am sorry to see that there is a falling off in the importations from Canada, which I can hardly understand, in view of the demand for Canadian hams, and of their excellent quality. I hope that the attention which is now being devoted to this matter, will lead to the exportation of pork products to the United Kingdom increasing very largely.

The following table relates to the imports of butter and other dairy and farm products into Great Britain:—

ARTICLES OF FOOD.

Articles of Food.	From	QUANTITIES.			VALUE.		
		Year ended 31st December.			Year ended 31st December.		
		1891.	1892.	1893.	1891.	1892.	1893.
		Cwt.	Cwt.	Cwt.	£	£	£
Butter .....	Sweden .....	234,987	228,885	267,400	1,269,187	1,243,016	1,451,739
	Denmark .....	876,211	863,532	934,787	4,865,842	4,848,735	5,279,875
	Germany .....	115,509	124,233	164,985	615,791	713,859	830,706
	Holland .....	146,539	141,838	142,811	770,460	750,314	763,897
	France .....	535,196	542,687	468,309	3,038,063	3,027,648	2,679,075
	Canada .....	46,267	59,571	43,139	187,392	255,652	194,806
	United States ..	63,693	46,846	22,930	251,750	191,145	104,220
	Other countries..	117,205	175,417	283,112	592,698	934,821	1,449,915
	Total .....	2,135,607	2,183,009	2,327,473	11,591,183	11,965,190	12,754,233
Margarine.....	Norway .....	26,466	25,426	14,071	77,863	70,477	38,761
	Holland .....	1,104,050	1,196,756	1,229,737	3,093,595	3,360,707	3,417,377
	France .....	69,016	56,002	41,302	263,574	192,675	160,377
	Other countries..	35,898	27,166	14,923	123,171	89,025	39,709
		Total .....	1,235,430	1,305,350	1,300,033	3,558,203	3,712,884
Cheese .....	Holland .....	307,925	273,821	269,384	761,387	678,573	676,001
	France .....	43,756	45,605	58,346	138,521	143,208	181,763
	Canada .....	857,841	1,038,599	1,046,704	1,991,597	2,493,625	2,575,893
	United States ..	774,893	818,433	645,235	1,779,260	1,961,407	1,578,531
	Other countries..	56,910	56,359	57,813	142,639	139,974	148,730
	Total .....	2,041,325	2,232,817	2,077,482	4,813,404	5,416,784	5,160,918

## ARTICLES OF FOOD—Continued.

Articles of Food.	From	QUANTITIES.			VALUE.		
		Year ended 31st December.			Year ended 31st December.		
		1891.	1892.	1893.	1891.	1892.	1893.
			Gt. hunds.		£	£	£
Eggs .....	Russia .....	1,439,954	1,254,323	1,504,615	383,791	354,705	426,106
	Denmark .....	1,161,174	1,247,964	1,098,013	395,963	413,469	376,793
	Germany .....	2,714,484	2,751,340	2,129,076	782,094	827,195	618,631
	Belgium .....	1,768,155	1,985,768	2,040,692	540,699	629,264	682,636
	France .....	3,119,754	3,512,174	3,820,636	1,259,009	1,437,203	1,611,495
	Canada .....	278,331	248,764	207,374	90,520	83,025	75,506
	Other countries..	146,462	139,086	234,502	53,446	49,857	84,472
	Total .....	10,628,314	11,139,419	11,025,908	3,505,522	3,794,718	3,875,639
			Cwt.	Cwt.	Cwt.		
Lard .....	United States..	1,025,399	1,198,569	1,070,093	1,674,521	2,141,533	2,692,552
	Other countries..	25,885	40,482	48,013	45,530	81,478	115,997
	Total .....	1,051,284	1,239,051	1,118,106	1,720,051	2,223,011	2,808,549
Poultry and game, alive or dead .....	Russia .....				86,980	80,190	34,123
	Belgium .....				126,936	164,756	147,096
	France .....				160,064	233,538	300,037
	Other countries..				82,990	104,946	97,703
	Total value..				456,979	583,430	578,959
Fruit, raw : Apples.....			Bush.				
		3,147,373	4,514,700	3,463,917	1,033,997	1,353,812	844,312

The importation of butter from Canada again shows a considerable decrease, the value of Canadian exports being £194,806 ; while the total importations were valued at £12,754,233. Over £5,000,000 came from Denmark ; nearly £3,000,000 from France, and about £1,500,000 from Sweden. In this connection it must be borne in mind that the trade from Denmark and Sweden is of comparatively recent date, and that it has been brought to its present extent by the particular attention paid to the preparation of the butter for the British market.

I am aware that the enormous development of the cheese trade in Canada has somewhat militated against the butter industry ; but it seems to me that there is no reason why a much larger quantity of butter should not be exported than at present, particularly in the winter months. Considerable attention is, however, now being devoted to the matter by the energetic Dairy Commissioner attached to the Department of Agriculture, and I have noticed, with satisfaction, his statement, that the steps which have been taken to encourage the industry are having their effect, and that he is of the opinion that, in five years' time, the manufacture of butter in Canada will be equal to that of cheese, both in quantity and quality.

It is generally known that the quality of the butter that is exported to this country does not, as a rule, compare favourably with that from Denmark, and from the Australian Colonies. The exports from the latter particularly have been developing rapidly in the last few years, as a consequence of the encouragement given to the industry by the Colonial Governments in the shape of bounties and bonuses. There seems to



## Trade and Commerce.

be a general feeling that the provision of cool chambers on board the ships plying between Canada and Great Britain will do much to ensure butter arriving in better condition than it frequently does at the present time.

One or two complaints have also been made to me as to the way in which the butter is packed. One firm seem to prefer the butter from the Eastern Townships to some of the other parts of Canada, and they also have a preference for the tubs in which the butter from that part of the Dominion is packed.

The following is an extract from a letter I have received upon the subject :—

“ In reply to your circular inquiry, respecting Canadian dairy products that our firm handle, we have pleasure in reporting that with regard to creamery butters, and the finest grades of Canadian cheese, which are goods we chiefly import from the Dominion, we are perfectly well satisfied as to quality, packages and general result altogether. Our only cause of complaint being that occasionally a parcel of cheese, otherwise finest quality, will, on being kept a time, develop a garlicky flavour.

“ Of certain Canadian dairy butters, we have had a most unpleasant experience, and consequently keep as clear of them as possible, for this reason, viz., that in almost every parcel there are about 25 per cent that are from 10s. to 35s. per cwt. less value than the other 75 per cent, and since the introduction of margarine, there is hardly any demand for these culls or ‘ throw outs,’ as they are technically called here, and consequently they have to be sold at a most unprofitable price.

“ Eastern Township butter we like better and could this system of make, *tubs*, and general turnout be introduced into the other dairy districts of Canada, we are quite sure a benefit would result to all concerned in the business.

“ While the bulk of the bacon business is confined to the States, there has been a growing demand here this last year or two for ‘ Pea-fed Canadian ’ and we think that is a trade that might be largely developed, attention being directed to making the sides as lean as possible, thick *fat* meats being at a discount on this market.”

In another communication, I have received, it is stated :—

“ Canadian butter has only been handled to a very limited extent in London, during the past year, the principal causes of this, in my opinion, are :—

“ 1. Owing to the heated condition in which the consignments arrive, through want of proper cold storage on the vessels.

“ 2. Irregular quality of consignments.

“ 3. Use of too much salt, the London buyers prefer the mildest butters possible.

“ 4. Unsuitable packages. A 56 lbs. box, properly lined with thick butter paper, would keep the butter in better condition and would suit the buyers in England.”

A further communication is to the following effect :—

“ The butter I have received during the past season from Canada indicates more careful and generous feeding of the cows, being free from herby taste and of good body, but in curing there seems to be want of method, in some cases over 4 per cent of salt, and in others not over 2 per cent. The latter had been over-wrought so much, that all the cream-cells were broken, thus allowing the aroma to escape, and reducing the butter to a dull pasty condition. That cured with 4 per cent of salt has kept perfectly, retaining its sweetness, texture and transparent natural colour. Neither milk, cream, nor butter, should be touched with the hands.”

The following is from a firm in Bristol :—

“ All the creamery butter, last season’s make, was (owing to the hot weather) inferior, so that an entrée was affected for Colonial which has been selling at lower prices than yours, and it looks to us as if next season a still greater increase would be made, the first arrival (a fortnight earlier every year) probably about the beginning of October.

“ *Dairy butter*.—The demand here will decrease, owing to the general unsatisfactoriness of quality and condition, and for a time we may get a considerable import from colonies.”

In another letter, the recommendation is made that on all the butter tubs, the weight should be stencilled in ink.

The following is a letter from another Bristol firm :—

“The quality of the finest butter received by us from Canada this season has been very satisfactory. We are of opinion that air-tight packages are desirable, as we think it would tend to place it before the consumer in a fresher condition. A trade may be done in 1 lb. rolls (each roll wrapped in parchment paper) and packed in cheap, neat boxes, holding 24 rolls each, if a quick transit could be secured. This only to be of the choicest quality. The lower grades require more care, and through the greatest irregularity in packing, they are getting into disfavour.”

With regard to cheese, Canada now occupies the proud position of being the largest exporter of cheese to the mother country. The trade seems to be continually on the increase, and the value of the imports from Canada last year were £2,576,000 as against £1,579,000 for the United States. As the total importations were £5,161,000, it will be seen that Canada absorbs about one-half of the entire trade.

I am also informed that there has been a marked improvement in the quality of the cheese, during the last year ; and you will be aware that it realized generally a higher price in this market than the United States cheese.

Hitherto, it has been the custom to describe both Canadian and United States cheese, as American, but I have been making endeavours to get the cheese from Canada described properly. I have communicated with many of the wholesale and retail traders in London, calling their attention to the superiority of the Canadian cheese, and pointing out the desirability of the cheese being known as Canadian. I am glad to say that my suggestion has been very generally adopted, and in some of the large stores, instead of the cheese being called American, it is described as Canadian, and is specifically recommended in preference to that from the United States.

The following is a letter from a London importer on the subject :—

“In reponse to your request I beg to say that the only article mentioned in your memorandum in which I have dealt during the past twelve months, has been Canadian cheese ; and I have to report that the quality of the earlier makes (say, April, May and June,) showed dry and mealy, but as the season advanced, much improvement exhibited itself, and the general run of quality showed better than any previous season. The absence of quality in the fodder and earlier grass makes, should be rectified in the coming season. It is still a notorious fault on the part of some sections that the boxing of the cheese is not nearly so good as that in others, and greatly militates against their keeping qualities, besides detracting from value, owing to general ragged appearance when marketed in England.”

The following is from a large London importer :—

“Canadian cheese has been steadily growing in favour in London and I am pleased to be able to report that the past year has increased the reputation. The summer makes having been especially fine, in many cases being equal in quality to the fall make. Better boxing is still needed, and a more uniform shape and size ; these remarks apply more especially to the eastern districts. I think it would be to the interests of all concerned if every cheese bore on the skin the name of the factory it was made in, the date of mark, and the original weight. The weight should also be carefully stencilled on the box.

The following is from Dundee :—

“Canadian cheese is steadily improving, both in sweetness and texture, but there is a tendency to use too much colouring, and in some instances to over-cook the curd, so much so that the cheese never mellows down to show richness, but remains hard and crumbly (friable).

I quote these letters in full, in order that makers and shippers may have the benefit of the opinions of the persons who are engaged in selling the commodity here, as to the method in which the business might be improved and extended.

In the case of eggs, it will be noticed that the imports have slightly fallen off, as compared with 1892, although considerably greater than 1891, and that higher prices have generally prevailed in the last year. I am satisfied that the United Kingdom will always provide a good market for Canadian eggs, provided that they are properly graded, and care is taken to ship only eggs of the best quality. The transit of the

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best eggs costs no more than that of inferior eggs, while the latter have tended in the past to injure the reputation of the Canadian product, and to retard importation. It is only a few years ago since the trade commenced, and in the first year, it was so satisfactory, that confidence was at once secured, and shipments were bought while on their way over. This happy state of affairs was unfortunately soon changed by the bad effect brought about by inferior shipments. The trade, however, has again begun to revive, I am told, and there is every possibility, as already mentioned, of a considerable extension, if regard is paid to the points I have ventured to refer to.

The following are two letters I have received from considerable importers; one in London and one in Grimsby:—

(1) "In reply to your favour to hand to-day, the only eggs I have handled have been from the Maritime Provinces, shipped from Halifax. Owing to absence of an efficient and regular line to London, my friends have of late availed themselves of the steamers running into Liverpool, but I continue to receive very satisfactory remarks from a Nova Scotia correspondent as to the efficiency of the mode of packing I suggested to him, viz., Long cases (1440) divided into three compartments, and the eggs packed in highly dried non-odoured wood fibre (wood wool—see Hungarian method)—sufficient space top and bottom for air, say 3 battens,  $\frac{1}{4}$  inch space to comprise bottom and top. I have further suggested that the end compartments should be wired or taped and sealed to minimize risks of pilferage (see cut loaf sugar cases from Holland or wine cases to South Africa and Australia). Liverpool seems to be the better market as the competition of the continental egg is not severely felt as here. Further, I understand, the Liverpool market does not insist on the 60 pr. case—London acct. sales being rendered as 11 $\frac{1}{2}$  L. W.

"As to increasing the trade, in my opinion, the first important thing is a regular line of fast steamers to London, with latest cool storage fittings. Regularity in packing so that brands could be relied on, and forward sales made, and delivery given ex-steamers instead of incurring landing and storage.

(2) "The season of 1893 has been the most successful since the trade opened between the Dominion and the old country. Not in the quantity shipped (the returns showing a decrease against the returns for 1892), but in the net results to shippers, who, profiting by the experiences gained, at much cost, in 1891 and 1892, as well as by the friendly efforts of the Dominion Government to obtain and furnish them with the very best information and the latest hints from this side, have made great improvements in the quality of the goods shipped, and the value of Canadian eggs has been considerably enhanced. Higher prices have been maintained throughout the season in spite of the fact that 1893 has been the worst year for egg-importers known for many years. Prices of all classes have been much below the average, and profits have been at vanishing point all the year. The success of Canadian imports, therefore, is emphasized strongly. There still exists some prejudice against them in certain quarters, chiefly amongst some of the badly-bitten ones of former seasons, but the maintenance of the qualities at the level of the 1893 imports will eventually do much towards bringing about the general acceptance of Canadian eggs by the trade, while further improvement will rapidly hasten the desired object. It must not be forgotten that any eggs sent to England, must, to command regular and profitable returns, be such as will be in constant request with all the traders handling imported eggs—the more widely distributed the better the returns.

"The disastrous experience of the first two seasons more particularly choked off for a time some of the best distributors in the country, who will not take up Canadian eggs again until compelled. Every season like 1893 is a big factor of compulsion. By and by, as the standard is kept up and improved, these traders must have Canadian eggs with obviously favourable results to shippers.

"The packing still leaves something to be desired, although the 30 and 36 dozen boxes with card-board fillers and a sprinkling of oat hulls have been very well received. As to the packing for the long cases of 120 dozens, diversity of opinion prevails, but no packing for these which has come under our notice can be called perfect.

“Grading shows considerable improvement as shippers have more and more grasped the special requirements for which they have catered,

“One cause of the falling off in the quantity shipped was the almost total cessation of shipments during the hottest weeks. This may also be to some extent responsible for the better feeling towards Canadian eggs and the higher value set upon them.”

I communicated with another large London house, and they told me that, much to their regret, they are doing little or nothing in Canadian eggs, the reason being that the card-board packages are not suitable to the London trade. I have referred to this matter in previous reports, and would again specially call attention to the importance of the trade being conducted in a manner to suit the markets where the commodities are sold.

#### APPLES.

There has been a considerable falling off in the quantity of apples imported in 1893. There was an abundant crop in Great Britain, and the same remark applies to the continent. The short crop in the United States has also somewhat tended to decrease the exports from Canada to the United Kingdom. I beg to quote for your information, letters from importers, which have reached me in answer to my inquiries:—

1. Bristol.—“In reply to your circular of yesterday, there have been very few Canadian apples to our port during the past year, though some considerable parcels were formerly sent here. Results, we believe, were satisfactory to shippers, compared with other markets, but the trade is rather hindered by the steamers to Avonmouth being smaller and less frequent than those to Liverpool, the voyage being thus rather longer and freights higher. We think, however, that a fair business might be done if shippers in Canada would give our market a fuller trial and were put into more direct communication with us.”

2. “There is little to be said regarding this trade during the past season owing to the short crops generally on the other side; shipments in consequence have been very limited and prices have ruled high—from about 20s. to 35s. per barrel.

“Respecting any suggestions as to the best means of increasing the demand in this country, I have nothing further to suggest than that exporters should see that their apples are packed honestly and shipped in tight condition, and should send to England only the soundest fruit, they will then, always provided they arrive here in good order, need no further recommendation.”

3. “In answer to your inquiry, we beg to report that shipments of apples from your side this year have been very limited—partly owing to the short crop in Canada and partly to the very heavy crop in this country—the largest we have had during the past twenty years; notwithstanding which, towards the end of November, it was foreseen that our stock would not be sufficient for the consumption, and that supplies would have to be drawn from your side, if we could get them. A few shipments have come forward, probably not more than two or three direct shipments to London; but the bulk have come to Liverpool, and are now selling at good prices, ranging from 18s. to 25s. per barrel.

“I do not think I can say anything as regards the sorts, and most people in Canada are now well aware of what is wanted for the English market, and they are also aware that if they wish to follow their brands, they must grade their fruit properly, and put them up in an honest manner.”

4. “Owing to the high prices ruling in Canada, and the small proportion of fruit offering this past season (1893), we were unable to handle any, as until the early part of December, there was a plentiful supply of English fruit in this district.

“Our suggestion from past experience *re* this trade is that more care should be taken in the packing, and instead of all barrels, some portion of carefully selected fruit should be packed in boxes of 60 pounds net each (the fruit is in favour). In doing this care must be used not to increase cost more than absolutely necessary. The smaller barrel, as used by New York shippers, weighing about 140 pounds gross, is in demand. We do not think Canadian packers get an equivalent in price for the extra weight.”

5. “On account of the large crop of English apples last year, the outlook for American and Canadian apples was very discouraging, and hence the speculators who

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usually buy for this market, did not feel inclined to purchase. The natural result has been that the direct consignments of Canadian fruit this season have not been more than 500 barrels. The short supply on the other side, especially in the States, has tended to increase the value of Canadian apples, and the few barrels that may have been bought, to supply the spring demand in London have been sold in Canada for export to the States, and much higher prices have been obtained than would have been realized here.

“Nova Scotia is the only part that has supplied London with any quantity of apples from the other side of the Atlantic, about 25,000 to 30,000 barrels having been shipped. In comparison with former years, this quantity is exceedingly small. Whenever England is able to produce apples of such good quality and in such quantities as last year, there is no probability of Canadian apples being able to compete with them, except at very low prices.”

### HORSES.

The following are the statistics relating to the importation of horses :—

Animals, Horses.	From	QUANTITIES.			VALUE.		
		Year ended 31st December.			Year ended 31st December.		
		1891.	1892.	1893.	1891.	1892.	1893.
		No.	No.	No.	£	£	£
Stallions.	Denmark.....	252	30	104	2,220	159	470
	Germany.....	110	59	1	2,445	1,552	40
	Holland.....	161	185	184	8,107	10,819	11,904
	Belgium.....	56	29	17	3,180	1,460	1,055
	France.....	211	199	101	18,575	15,736	8,070
	United States...	23	10	59	2,974	630	27,185
	Canada.....	17	21	12	1,235	1,155	480
	Argentine Rep..	288	186	4	7,220	4,585	30,065
	Other countries..	50	112	23	1,946	1,963	1,001
	Total.....		1,168	831	505	47,902	38,059
Mares.	Denmark.....	664	391	814	4,022	2,711	5,306
	Germany.....	1,538	1,734	888	15,138	19,467	7,890
	Holland.....	325	293	260	11,250	10,172	9,091
	Belgium.....	169	92	47	5,332	2,984	1,737
	France.....	229	99	154	9,731	6,494	7,564
	United States...	75	97	184	10,189	5,778	11,576
	Canada.....	78	93	354	4,104	3,878	13,086
	Argentine Rep..	163	46	109	3,435	715	1,860
	Other countries..	57	171	179	1,472	4,596	2,760
	Total.....		3,298	3,016	2,989	64,673	56,795
Geldings.	Denmark.....	1,283	761	846	14,158	10,302	10,383
	Germany.....	9,951	9,920	4,737	117,586	115,977	54,495
	Holland.....	818	808	809	27,910	25,821	27,803
	Belgium.....	411	379	293	14,344	15,318	12,294
	France.....	358	260	216	20,412	13,370	9,033
	United States...	492	969	1,076	25,370	49,282	51,744
	Canada.....	963	1,631	1,449	43,808	65,430	58,488
	Argentine Rep..	2,554	1,003	238	49,820	16,009	4,319
	Other countries..	376	1,416	561	6,285	19,038	7,255
	Total.....		17,206	17,147	10,225	£ 319,693	330,547
Total of horses		21,672	20,994	13,719	£ 432,268	425,401	£76,954

The figures show a falling off as compared with the previous year, but the number from Canada appears to have remained about the same. There is, however, a good market in England for Canadian horses, of the classes that are in demand here, and in view of the importance of the matter, I have asked Mr. Hunting, to prepare a special report upon the trade, which I think will be interesting to Canadian breeders and shippers.

The following is the memorandum :—

CANADIAN HORSES FOR THE BRITISH MARKET.

The demand for horses in Great Britain includes a number of different classes ; there are racers, hunters, hacks, carriage horses, vanners, cabbers, cart and wagon horses. Only the first and last of these are derived from distinct breeds. All the others are the more or less indefinite offspring of cross-breeding or perhaps I might say, of unintelligent and misdirected crossing. The thoroughbred stock supplies all the racers and is chief agent in the production of hunters and hacks. No country can compete with our home produce in the supply of hunters, or in the better class of hacks. I should then at once say that it is not worth the while of Canadian breeders to attempt the production of riding horses for export. They cost as much to breed as harness horses and require a far larger expenditure of skill and money. Manners, style, and fancy points are such a big element in determining the price obtainable for riding horses, that they can never be produced at such an average safe profit as is to be had for harness horses.

The ordinary cart horse is a class not worth exporting from Canada to Britain. There are sufficient of them here to meet the demand, and their value is insufficient to warrant any competition. The heavy wagon horse, standing 17 hands high, and weighing 17 or 18 cwt. would always find a ready market in any of our large towns at prices ranging from £70 to £90. The foundation stock for the production of such horses is very expensive, and the ordinary farmer is not likely to have it. The best heavy horse in the world may be bred by carefully and judiciously crossing the Clydesdales and Shires, both of which breeds are to be found in Canada. This class of horse is, however, not the most suitable for farm work, and therefore unable to earn his keep between his third and fifth year. No horse pays a farmer to breed, if the mares and their produce are not working animals, which he can afford to keep until they are five years old or close to it. Breeding for show is an art of itself, and few men are such masters of it that they can make a stud of horses pay without any aid from farm work ; but the ordinary farmer should let fancy stock alone, and carefully cultivate the useful and average horse. For these there is a good market in Britain ; but they must conform to our notions of form, and be suitable for a definite class of work. The horses sent from Canada by residents in the Dominion have not been as successful in England as they would have been if better selected for this market. The horses purchased in Canada by English buyers have given great satisfaction. They have mostly been carriage horses suitable for job masters, but the difficulty is to find them at a reasonable expenditure of time and money. The average Canadian horses are too light and too leggy for English taste, and very often our insular eyes are offended with the ewe-shaped neck and the position of the hocks, they being too far behind the centre of gravity. They seem to have good constitutions and to be very sound in feet and legs. Judging from those I have seen, I should say that in Canada there is a foundation stock capable of producing a carriage horse, from which, with care, might be developed a constant and profitable export trade.

Horses under 15·2 must be compact, well made animals, sharp and active, before they can be sent here at a profit. Such horses find a ready sale for cab and tramway work, but £30 is about the maximum price. If these little horses are slow or weedy they are a most unsaleable article, and I should strongly advise no attempt being made in Canada to cultivate small horses for this market.

There is a class of horse which is daily increasing in demand here, and the supply is already deficient. I mean what is called the light vanner. It is used in omnibusses and other four-wheeled vehicles, worked with a pair of horses. The improvement in roads and the greatly increased tendency for rapid delivery of goods is every year pushing out the old slow hairy legged cart horse, and heavy loads are taken along at a trot

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of six or eight miles an hour. For this purpose, horses are required from 15.2 to 16 hands, weighing 1,100 to 1,400 pounds. They must be short legged, strong, and active. They must have good feet and the legs should be clean, hard and flat; as free as possible from the long coarse hair which marks the predominance of cart blood. The round hairy legged "carty" horse, which is too often all that can be obtained for the trotting work, is a most expensive animal, as the pace kills him in half the time that the horse with a little "quality" will last. This little bit of "quality" is what we have not got and there is a grand future before the breeders of horses who will take the trouble to manufacture the right sort of light vanners for the English market.

There are then two classes of harness horses which I know would always find a ready market in Britain. They both range from 15.2 to 16 hands in height, but differ in weight, quality and action. One is the carriage horse, the other the vanner. I believe that Canada might profitably supply a very large number of both, if it possesses the soil and climate suitable for horse breeding. It cannot, however, do so without a great deal of care being devoted to the subject. In supplying carriage horses, the competition of European countries has to be considered, and it will well repay Canadian breeders to make themselves acquainted with the efforts of Germany, France and Austria to improve the horses. These countries have purchased English mares and stallions in large numbers, the Governments have supplied money and experts to superintend the breeding. Instead of continuing, as in England, to mate mare and horse without any more definite object than to produce a foal, great care has been given to the whole subject, and a most successful attempt has been made to fix a type so that some certainty may be felt as to the result of the breeding from each mare and horse. They produce horses with almost mathematical precision, of a certain size and colour, and they are thus able easily to form matched pairs out of almost any group of horses. This at once enhances the value of a breed of carriage horses, because if two separate horses be worth £80 each, as a pair they are always sure to fetch £200. When horses are bred indiscriminately, generally the result of a cross between two breeds, the produce may be individually good, but they are all dissimilar, and finding a matched pair is a most difficult task.

The "vanner" is at present almost entirely a British production, the result of a cross either with a heavy mare and light horse, or a light mare and a heavy horse. The mares produced in this way cannot be relied upon to again produce their like, and the colts are not preserved as stallions. If the class of horse is to be formed into a breed capable of reproducing itself, with the necessary typical characteristics, the best of the colts should be kept as stallions. One great advantage attached to the breeding of this class of horse, is that all of them are suitable for work on a farm, and therefore capable of earning their own keep between the ages of three and five.

The production of a definite type of horse is an operation that can show no very profitable return for some years, and therefore is seldom attained by the unaided effort of private individuals. It is a matter in which State help is almost essential. Hereditary unsoundness is one of the first things to guard against, and the registration of all stallions seems the easiest method of attaining the end. The State might also issue advice, give premiums and prizes, and encourage societies to form stud books. In this way, Canada would in time have two classes of harness horses which would breed true to type, and which would always find a ready market at lucrative prices.

Whether or not any attempt be made to systematically produce horses in Canada suitable for the British market, I may repeat that I think the two classes of horses most likely to pay for importation here are carriage horses and vanners.

I may add a few details as to the most desirable points of individual horses. All should be sound, free from vice and warrantable as quiet in harness. No weedy animals should be sent, and fast pace is not here valued, as it is in the United States. Perhaps it will be clearer if I take the two classes separately.

### CARRIAGE HORSES.

*Age.*—Five and six are the ages at which horses are most easily sold and the best price obtained. Over this age, horses are looked upon with suspicion if the legs be

clean, whilst if the legs show work, the value is at once lowered. Under five, none of the large firms care to buy horses, except at a reduced price, and private buyers hesitate at buying a four-year-old at any price.

*Colour.*—No odd-coloured horses or grays find a ready purchaser. Bay, brown, black and roan are good colours, and dark chestnuts are not objected to. Carriage horses, with a mass of white on face, or extending far up the legs, are not so easily sold, and unless otherwise above the average, should not be sent.

*Height.*—Over sixteen hands is a height that loses many purchasers, and if accompanied by a light body and long legs is a certain bar to a profitable sale. Under fifteen and a half hands makes a horse useless for the average carriage work and reduces him to the class from which cabs and tradesmen's carts are supplied. Unless he is a very compact animal, with extra good action £25 is his maximum auction price.

*Conformation.*—It is not my intention to try and describe a model carriage horse. The most saleable in London are those with a good head and neck, a round barrel and a level hind quarter. They must not be too long in the leg, or cow-hocked, and they must not have an ewe-neck, or a goose-rump. A little fat covers a multitude of bad points, and a real good horse may be refused if he is angular about the head or hips.

*Action.*—We do not desire fast pace. Eight or nine miles an hour is quite up to all average requirements. We like the action smooth and easy—a sharp quick step, not a long and lollypop one. We like to see the hocks well flexed, and the knee lifted a little whilst the leg is freely extended from the shoulder.

*Quality* is an indefinable something in the appearance of a horse, which is indispensable, if more than £50 is required for him. It is seen in the fineness of the head, in the lightness and straightness of the mane and tail, in the coat and in the cleanness of the limbs. The common horse may answer exactly the same to the measuring tape, as the one with quality, but no one needs to look twice to perceive the superiority of the latter.

*Courage.* Without this, action, conformation and everything are useless. I have not found it wanting in Canadian horses.

#### VANNERS.

*Age.*—Five and six are the ages at which the best price and readiest sale are attained.

*Colour.*—Grays are sometimes rejected by the fastidious buyer. This colour shows up the points of a horse, and makes a badly formed one look worse, whilst a really well made gray is, I think, the handsomest horse in the world. Dark colours secure the most attention and washy chestnuts or mealy bays should not be sent here for sale.

*Height.*—Not over 16 hands or under 15 $\frac{2}{4}$ .

*Conformation.*—The most important point is to avoid any appearance of weedyess such as disproportionate length of limb, or a narrow middle. A good looking horse of course sells best, but many good buyers will not reject an angular wiry-looking vanner.

*Action.*—Sharp, quick, level action is more essential than good looks. A long rolling gait or a short paddling one, are equally objectionable.

*Quality* is just as much appreciated in a vanner as in a carriage horse. When combined with other good points, it adds from £5 to £10 to the price.

*Courage.*—A working horse without courage is a slug, and no one whose price for horses was near £40 would buy such an animal at any price. A "vanner" must always be willing and able to go well into his collar.

#### HAY.

I am glad to notice that the hay trade from Canada to the United Kingdom has assumed very large proportions during the last year. The total importations according to the Board of Trade reports were about 263,000 tons, as compared with 61,000 tons in 1892. Of this quantity 63,000 tons are credited to Canada, and 100,000 to the United States. There is little doubt that two-thirds of the latter quantity properly



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belongs to Canada, representing, as they do, shipments by way of the United States ports. There has been considerable friction, I am sorry to say, between importers and shippers, particularly with regard to shortage in weights. This has arisen from various causes, which I have reported to you from time to time, principally arising from the mixing of consignments on board ship, and bales of different sizes being shipped. The prices upon the whole have been good, but a good deal of the margin of profit has been taken away sometimes by disputes that have arisen, as to discrepancies in weight; and to the extra charges incurred upon some consignment, owing to the consignees having refused shipments from various causes.

I am assured by people who are engaged in the trade, both in this country and in Canada, that they regard the business as having been placed upon a permanent footing, and that even a reduction in prices will not interfere with the trade, although it may somewhat lower the profits. Of course, however, freights have been rather high, compared with the value of the commodity, and this may to some extent interfere with the satisfactory development of the business; but no doubt this matter will regulate itself in time, as it is certainly not to the interest of the steamship companies to stop the development of a business which will be profitable to them. A great deal of the difficulty which has occurred, with regard to discrepancies, would be obviated, if the steamship companies on this side would weigh the hay as it is discharged from the ship. I am making some inquiries in this matter, to see whether it can be arranged. In view of the large quantities of hay used in London, particularly by omnibus and tramway companies, and railway companies, I communicated with several on the subject, and I quote the various replies that have reached me. They will be interesting to the readers of your report, and to those who are interested in the trade.

(1.) "In reply to your kind inquiry, we are pleased to say Canadian hay is steadily growing in public estimation, and the quality is being fairly well maintained; complaints being few and far between, and considerably less than in any other qualities of hay imported into this market. We regret, however, to say that market has been considerably spoilt by the rash action of Canadian shippers, and we and others have pointed out many times promiscuous shipping to every little broker who cares to ask for it has turned out disastrously, for as soon as markets break a little, these small people are unable to take up the bill of lading and the result is, the goods are sold by the banks for what they will fetch. This state of things has certainly depressed the price of this hay at least 10s. per ton.

"If Canadians would only be content with shipping to responsible hay merchants on this side, it would be to the benefit of every one concerned.

"The prospects of the future seem to point to lower prices and to our minds there must be a big reduction in freights."

(2.) "I beg to acknowledge your letter of inquiry *re* Canadian hay, and in reply have to say that since last July we have consumed 300 tons of Canadian timothy and clover.

"Our experience with our horses since the use of this class of fodder is as follows:—

"Their condition has been improved.

"Never show signs of fatigue.

"Their appetites are much keener.

"They enjoy better health.

"Every particle of food is eaten up.

"It is our conviction that Canadian hay is considerably more nourishing than English, and we shall purchase it in preference to home-grown hay, whilst we can purchase it at the same price as English hay."

(3.) "In reply to your favour of the 19th instant, I beg to state we have been feeding on prime Canadian mixture for over twelve months, and we have much pleasure in testifying to its quality, soundness, and nourishing properties, which it undoubtedly possesses, and which is, I think, clearly proved by all the largest owners of horses in London going in for it so largely.

"Compared with English hays, its freedom from dust when cut into chaff speaks well for it, and I very much question if English fodder were to drop in price to the

same level as Canadian, whether we should feel inclined to discard the Canadian for the English.

“The handy and neat way in which it is compressed adds greatly to its advantages, as hitherto the compressed fodder was very bulky and awkward to handle.

“I am of opinion, from what I have seen and heard from horse-owners in reference to Canadian mixtures, that there is a very large and important future before it.”

(4.) “During the past twelve months we have used a very large quantity of Canadian timothy and clover hay. Since September last we have used no other. I like the Canadian hay very much, when chaff cut and mixed with oats, bran and maize, it forms an excellent feed, and the horses take to it and thrive on it.

“The plain timothy I do not much care for. Some of the hay sent over has been allowed to stand long before it was cut, it is rank and dry, and the nature or sap bleached out of it. The best I have seen has come over in large spab-bound bales. The quality was all that could be desired, and it was a good even mixture of timothy and clover early cut.”

(5.) “We have used Canadian hay very largely during the last year and a half, and consider good timothy and clover mixtures equal to the best samples of the same class of English hay. Our horses have done remarkably well on it, and we shall have no hesitation in continuing its use, should we find it to our advantage to do so, from a financial point of view.”

(6.) “We commenced using Canadian hay in December, 1892, and have had a very large quantity, some very good indeed, and some only middling. When we have a fair English crop, the price may be against Canadian hay.”

(7.) “Mr. W. A. Perry begs to inform Sir Charles Tupper that he is very pleased with the Canadian hay, which he has used during the last year, and so long as it arrives in as good a condition, would be pleased to continue to purchase.”

(8.) The Canadian hay purchased by the company has been of good quality—some lots of course being better than others—but, as a rule, it has been found too hard to use by itself, and it has therefore been mixed with Dutch and Russian or some other softer kind, when cut into chaff. The company have used several thousand tons in the last six months, and are well satisfied with it.”

The following is a memorandum given to me by Mr. William Hunting, F.R.C.V.S., (the veterinary expert employed by this department) in regard to the use of Canadian hay:—

“My experience of the use of hay from Canada (consisting largely of timothy and clover) is founded on a tolerably close connection with the feeding of some thousands of horses in London. It is better than the average home-made hay, showing less damage from mould or from improper stacking. Horses do well on it—eating it readily, and maintaining their hard condition in constant work. Like all provender, to which horses are unaccustomed, it is often refused for a day or two, and sometimes causes a little indigestive disturbance. This is avoided by mixing it with home-grown hay for a few days, and gradually increasing the proportion of Canadian till it forms the whole hay ration.”

#### PEAT.

Having had several inquiries during the last year from Canada with regard to the utilization of the peat found in various parts of the Dominion, I have been making inquiries into the matter. Peat made into the form of moss litter is rapidly getting into favour for use in stables. Of course it is a rather bulky commodity, and I do not know whether, at prices now obtaining, it would pay to import it from Canada. On the other hand, however, the presumption is that, if it can be shipped from Germany, from Holland, and from Scandinavia, it can be shipped from the Dominion, and I have therefore asked Mr. Hunting, our veterinary expert, to prepare a memorandum on the subject dealing not only with its uses, but with the methods of its production. I quote this memorandum for your information:—

## Trade and Commerce.

### MOSS LITTER.

Although the high price of straw first led to the use of moss litter as bedding for horses, this material is now acknowledged to have some special features superior to straw.

It is very absorbent, and it is a deodoriser—properties which cause a large stable in which it is used to smell sweeter than one in which straw is the bedding material.

With the exception of its dark colour, it is entirely unobjectionable; but it fails to give that light and comfortable appearance which a good straw bed presents to the eye of a horseman. It is quite unnecessary, however, to enumerate the good qualities of moss-litter. A few years ago, it met with the fate of all new things, and was decried by stable men and horse owners. Now it is used in all the largest stables of Great Britain, in many private stables, and in at least one establishment of a Master of Hounds. If straw ever returned to the price it could be bought at 10 years ago, it will not supersede moss-litter. It is the established litter for horses in all trade stables.

There are different qualities of this article on the market, and some is worth quite double as much as other. Good moss litter should be light, dry, clean and fibrous. The inferior sort is dirty and easily crumbled in the fingers, the proportion of dust to fibre should be as small as possible, as dust, especially when derived from admixture with soil, soon becomes mud, and a great waste of litter follows.

Moss litter is derived from deposits of peat, which are found in nearly all countries, but the countries from which it is chiefly imported into England are Germany and Holland. Sweden produced a remarkably good moss-litter, but it is not exported. Norway possesses large deposits of peat, which are about to be opened up for this market by English capital.

A peat bed consists of more or less decomposed vegetable matter, the denser and more compact layer being at the bottom. This is used as fuel. Above this, it is less compact, and more fibrous, consisting of mossy fibres, less decomposed and chemically altered. On the surface may be a layer of heather and coarse grasses. The density of the bog depends upon the amount of water it contains and draining by removing this water, causes the bog to shrink and condense. It is the middle fibrous layer from which moss-litter is made.

In the last number of the Journal of the Royal Agricultural Society of England, Dr. Fream, contributes an article on "Peat and its Products" which is most interesting and instructive. From it, I take the following:—"The most primitive method of obtaining moss-litter practised on the higher moors of Germany for many years, consists in ploughing up and harrowing the soil immediately underlying a surface covered with moss turf after burning off the heather. This is begun in the late autumn; in the spring, the surface is again harrowed and when thoroughly dry is thrown into heaps, the process being repeated as often as the weather will permit of each addition to the heap becoming thoroughly dry. This method is simple and inexpensive, but the product is not of sufficiently good quality and contains too great an admixture of earth and dust to be marketable. It can only be used on the spot."

A great difficulty is encountered in the wet summers, which are not infrequent in the North of Germany. The loose, stringy moss turf takes some time to dry thoroughly, and unlike black peat, absorbs on damp days a great deal of moisture so that in some seasons it proved almost impossible to obtain a sufficiently dry material for the manufacture of moss litter, without applying artificial heat, which, again, is much too dear.

It is characteristic of the strata suitable for the production of moss-litter, that in them, the process of decomposition is incomplete, and that they form an extremely porous and elastic substance, which is capable of absorbing water like a sponge. In the process of drying, the material contracts very little, and consequently remains soft and elastic. The system of manufacture is one discovered by M. Hoffmann in 1878, and is as follows: The moss peat is cut out of the bogs in sods precisely the same manner as fuel peat. The autumn and early winter are chosen for the work, so as to allow the moss peat to freeze before drying as this renders it more soft and elastic. It is dried in stacks in the open air. The sods when dry are taken to the factory, placed in elevators, and carried to a machine, called the "Wolf," which tears them into fragments. The

moss thus produced is passed over a sieve to separate the dust from the fibrous substance which forms the litter. It is then brought into a press and under a pressure of four horse-power, 6 cubic feet of the moss is pressed into a space of 2 cubic feet. It is next baled with six or eight laths of wood, and bound round with iron wire. It is now ready for market, and is valued at 1s. per cwt. at the railway station. The bales weigh from 2 to 2½ cwts. each. One of the most important points to be observed in working a moor for moss litter is that it *should be drained* as well as circumstances will permit before the cutting is commenced. If this is not done properly, the amount of labour required is very considerably increased, as with every sod of peat, a quantity of water, exceeding its own weight is raised to the surface. The drains cannot in wet bogs be cut down to their full depth at once, but must be deepened at intervals of time, as the upper strata becomes drier and harder. If this precaution be not observed, the banks of the drain are liable to give way and rifts and flaws are formed which render the subsequent working much more difficult. The difficulty of drying moss peat renders advisable the selection of a dry spot for stacking it, so that the heat may not absorb moisture from the ground.

The peat dust which is sifted from the fibre, has a value in commerce. It is a deodorizer and disinfectant, and may be used in earth closets, latrines, and slaughter houses. It is also a valuable manure, and a useful packing material for breakable and perishable goods.

In a recently published prospectus of a company proposing to manufacture moss-litter in Norway for the London market, it is stated that :—"The moss-litter can be delivered in London at about 21 shillings per ton, cost and freight in the Thames. The present selling price in London is about 34 shillings per ton, at which figure there is a ready sale, the demand being in excess of the supply."

Although it is true that moss-litter may just now be sold in London for from 30 shillings to 35 shillings per ton, it must be remembered that straw is at an extravagant price, and, it is said, the importation of moss-litter is regulated by a syndicate able to control the price. It has been sold in wholesale quantities as low as 20 shillings per ton, but I believe that was only done to further its use and really resulted in a loss to the importers. It is probably not far from exact, to say that that European moss-litter costs to deliver in the Thames 20 shillings per ton. If any fresh importation occurred, it might have to compete with a powerful ring, and probably could not hope to obtain more than 26 shillings per ton.

Even if straw falls considerably in value, the increasing satisfaction given by moss-litter, will prevent any falling off in the demand, and the probability is that for some years, there will be an increasing requirement for moss-litter.

I am sending you a copy of Dr. Fream's paper on the subject, reprinted from the Journal of the Royal Agricultural Society of England, Vol. IV., Third series, Part IV., and beg to quote, for your information, the following letter from Dr. Fream, in case you would like to reprint his paper :—

"I have much pleasure in saying that the Council of the Royal Agricultural Society has given permission for your reprint, in Canada, of 'Peat and Its Products,' provided due acknowledgment be made to the Journal of the Society, as the source whence the paper was taken."

#### CANNED LOBSTERS.

The following letters I have received relate to the market for canned lobsters in this country, and to canned goods generally. I think they are worthy of the consideration of the persons who are interested in the trade.

(1.) "In reply to your circular letter, our trade with Canada has not been large enough during the past year to enable us to make any special remarks; the chief need in canned goods is to keep up the quality, and to use only the best tinplate for the cans. We believe the packing of low-grade canned meats, &c., is detrimental to the trade."

(2.) "In reply to your circular received, the only Canadian product in which we deal largely is preserved lobsters and the same remarks we made last year hold good

## Trade and Commerce.

to-day. There ought to be considerable improvement in the quality of the goods shipped here, trade last year has fallen off very considerably in consequence of poor quality.

"Whilst there is a free demand for any well-packed goods, there are quantities of inferior preserved lobsters lying here which are almost unsaleable, we think it is a great pity this sort of thing is not remedied."

(3.) "In response to the invitation of Sir Charles Tupper, we would be pleased if by stating the result of our observations in connection with Canadian preserved lobsters, some benefit should accrue to the packers.

"The demand for preserved lobsters can certainly be increased, and by the same means buyers would be induced to pay, and would readily pay higher prices.

"Lobsters are a luxury. Those who eat them require the fish carefully and neatly arranged in the can; the can clean and bright; the fish clean; nice white red colour and whole pieces. If the packers put up the fish in this manner, both improved demand and higher prices will certainly follow. The demand is greatly curtailed by the disappointment buyers suffer in opening cans unfit for food. At all times, there is an unsatisfied demand for perfectly packed fish, and it requires no special wisdom to see that if the large quantities of faultily-packed fish that are always pressing upon the market, spoiling the consumers' relish for lobsters, and keeping down prices were to cease to be, there would soon be better times for the packers. So that it is to the interest of packers, each to advise, and even help if necessary, his neighbour to pack, clean sound goods.

"The question may be asked—is it possible to pack only clean, bright fish? As some packers do so every season, and pack nothing else, the question is sufficiently answered.

"The two great defects are carelessness and want of cleanliness. The fish is not always washed clean; it is not always placed in the can carefully. Sometimes there is as much discoloured water as fish, and often the fish is dull and of bad colour, or stained through contact with the cans, which appear to be unsuitable for packing lobsters. The most frequent defect of late years is a sooty deposit round the soldered edges of the can. The remedy for this latter defect seems to be better tin-plates, and a larger percentage of tin in the solder—less of lead. And a more careful use of the flux in soldering the lid on to the can is necessary.

"Greater expedition between the time of removing the fish from the traps and soldering the lids of the cans down is desirable."

### LEATHER.

The following letters relate to the leather trade between Canada and this country, and it seems to me that the statements they contain are worthy of consideration:—

(1.) "We are in receipt of your favour to hand this morning with regard to Canadian products which are handled by us. Nearly the whole of the leather which we get from Canada is used for the uppers of boot, comprising waxed splits and satin hide. Both these kinds of leather we largely import every year. We should say that the shipments this year average about the same as last year. It is a big trade with us, and it would undoubtedly be larger if our Canadian friends would only pay a little more attention to the general get-up and style of their production. We don't see, however, any reason why Canadian leather should not be, in every respect, equal to the leather which we get from other countries. We also get dressed harness leather. This has not found very great favour in England, accounted for, undoubtedly, from the fact that the first importations were very inferior quality, and English buyers fight shy of this leather at present. However, we think if they keep the quality and selections up to what are more generally coming over now, in all probability it will be a big trade in this country."

2. "In reply to your circular, we have handled our usual quantity of Canadian leather during 1893, both rough, for sole purposes, and dressed, for uppers of boots. The quality of sole leather is improving. Dressed leather shows little, if any, improvement, except in a few cases, and those mostly in Upper Canada."

## CONCLUSION.

This report, of course, only relates to trade between Canada and the United Kingdom. I have not dealt with any matters referring to our commercial relations with the various continental countries. The direct steam communication now existing between Canada, Belgium and Germany will, however, I believe, lead to satisfactory results in the direction of developing trade with those countries, and I am hopeful also that the ratification of the proposed treaty, relating to the commercial relations of Canada and France, will have beneficial advantages in the same direction.

I now conclude my report. It has rather exceeded the dimensions originally intended, but I think the matters are of importance to Canadian trade, and if they serve, in any way, the purpose I have in view,—of extending the markets for Canadian produce, and of making imports from Canada even more popular than they are now, I shall feel amply repaid for the time and attention I have devoted to its preparation.

I am, sir, your obedient servant,

CHARLES TUPPER,  
*High Commissioner.*

# Trade and Commerce.

## REPORT OF LIVERPOOL AGENT.

(MR. JOHN DYKE.)

January, 1894.

SIR,—I have the honour to make my second annual report on commercial matters. The utility of this agency has been shown in a remarkable degree during the past year. Inquiries have reached me from all parts of the Dominion asking for information respecting the chances of opening up new branches of trade or extending those already in existence, not only to this part of England, but also to the continent. I am glad to report that in many instances I have been able to obtain and supply information which has been of material benefit to Canadian exporters. The terrible depression which has existed in this country in all branches of trade, and the low prices of almost all products have, of course, retarded the expansion of our export trade, but my letters to the press, and the other means I have adopted to bring to notice the possibilities of further extending the commercial dealings between the two countries, have been favourably commented upon, and have evoked much interest.

### HOME AND FOREIGN SUPPLIES.

An interesting table has recently been prepared showing the proportion that the foreign and colonial supplies bear to the home production of meat and dairy produce, and the figures present eloquent testimony to the capacities of this market in those commodities which Canada is so eminently fitted to supply. The last table shows that the home production is almost stationary, so that with a revival in trade and a population that increases at the rate of 300,000 per annum notwithstanding the emigration, the opportunities offered to Canadian exporters will become greater than ever, and it rests with themselves to take advantage of them.

The United Kingdom's Foreign and Colonial Supply of Meat, Dairy Produce and Eggs, 1892 :—

Meat.	Quantity in cwt.	Value of Fat Stock and Imported Meat.	
Beef and veal .....	6,409,200	£15,346,950	
Bacon and pork .....	5,500,000	11,522,715	
Mutton and lamb .....	1,814,500	3,710,545	
Unclassed meat .....	324,140	836,410	
	14,047,840	£31,416,620	
Poultry and eggs .....	1,517,445	£4,230,590	
	Fat Stock imported included above under the head of Meat.	Quantity in cwt.	Value.
Cattle and calves .....	502,237	3,496,598	£9,224,010
Sheep and lambs .....	79,048	46,110	124,240
Pigs .....	3,826	4,782	12,465
	585,111	3,547,490	£9,360,715

Average weights : bullocks and bulls 784 lbs. ; cows, 672 lbs. ; calves, 123 lbs. ; sheep and lambs, 70 lbs. ; pigs, 140 lbs.

Dairy Produce.	Quantity in cwt.	Value.
Butter.....	2,183,000	£11,965,285
Cheese.....	2,232,815	5,417,780
Milk, condensed.....	481,375	930,285
	4,897,190	£18,313,350

Of the above, the undermentioned quantities were exported in 1882 :—

	Cwt.	
Meat .....	480,360	£843,210
Dairy produce. ....	233,233	783,790
	713,593	£1,627,000

Total consumption showing proportions of home and foreign supplies :

	Home Supply.	Foreign and Colonial.	Home supply.	Foreign and Colonial supply.
Beef and veal .....	13,241,460	6,409,200	p. c. 67	p. c. 33
Mutton and lamb.....	7,713,685	1,814,500	81	19
Bacon and pork.....	4,500,000	5,500,000	45	55
Poultry and eggs .....	2,400,000	1,517,445	61½	38½
Butter .....	1,636,020	2,183,000	42½	57½
Cheese.....	2,539,150	2,232,815	53½	46½

Estimated supply of home-fed meat and poultry and eggs :

	1887-88.	1888-89.	1889-90.
	Cwts.	Cwts.	Cwts.
Beef and veal.....	13,046,484	11,710,060	10,741,372
Mutton and lamb.....	6,372,826	6,007,825	5,589,105
Bacon and pork.....	4,949,800	5,080,105	4,972,773
Poultry and eggs.....	2,000,000	2,100,000	2,200,000
	26,369,110	24,897,990	23,503,250
	1890-91.	1891-92.	1892-93.
Beef and veal.....	12,028,898	12,606,420	13,241,460
Mutton and lamb.....	6,086,832	6,993,490	7,713,685
Bacon and pork.....	5,927,790	5,671,190	4,500,000
Poultry and eggs.....	2,290,000	2,365,000	2,400,000
	25,333,520	27,636,000	27,851,145



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### LIVE STOCK IN THE UNITED KINGDOM.

There has been a general decrease in the number of live stock in this country during the past year. Horned stock have fallen from 11,519,417 in 1892 to 11,207,554, a decrease of 311,863 head. The number of sheep is given as 33,642,808 in 1892 against only 31,774,824 in 1893 a reduction of 1,867,984. Pigs show an increase of 12,132, from 3,265,898 in 1892 to 3,278,030 in 1893.

The low price of meat, foreign competition, and the high price of feeding stuffs, have had the effect of making the year a most unprofitable one to meat raisers. The great drought, and consequent scarcity of food in the southern parts of England, will undoubtedly tend to diminish the supply of British fat stock in 1894, and it is reported that the stocks of beef cattle are very low in the United States. It is therefore confidently hoped that shipments of cattle from the Dominion in 1894 will prove more remunerative than for some years past.

### CONTAGIOUS DISEASE.

As regards contagious disease the Canadian cattle landed here are very healthy there having been only two cases of disease during the year. In this connection it may be of interest to show the results of the efforts of the Imperial Government to stamp out the pleuro-pneumonia in this country, and the following table gives the position during the past four years :—

PLEURO-PNEUMONIA—NUMBER OF CATTLE SLAUGHTERED.

Total for	Deceased.	Having been in contact.	Suspected.
1893.....	30	1,157	86
1892.....	134	3,477	186
1891.....	788	9,491	232
1890.....	2,022	11,301	—

### IMPORT OF HORNED STOCK.

The total number of horned stock imported during the year has been 340,045 head against 502,237 in 1892, a decrease of 162,192. The decrease from the United States has been 144,043, from 392,934 to 248,891; and from Canada there has been a reduction in the number of 15,312 from 98,237 to 82,925. Thus while the United States show a falling off of 36.65 per cent, the decrease from Canada only reaches 15.58 per cent, nearly the whole of the latter being accounted for by the stoppage of the trade in dairy cows and stores owing to scheduling of the Dominion on suspicion of being infected with pleuro-pneumonia.

We have had some very fine cattle from the Canadian North-west, but owing to the lamentable coal strike which is estimated to have cost the country some £33,000,000, they did not realize the price which it is probable they otherwise would have done. Messrs. Tudge and Piggott, of Moosomin, made a very fine shipment of farmers' cattle from their district, which met with a somewhat better market. They were the ill-fated "Canopus" shipment referred to below, but those that were landed realized fair prices, and I believe that the parties concerned were satisfied with the venture, and intend to continue their enterprise on a larger scale next season. A great fillip has been given by these gentlemen, and Messrs Gordon and Ironside, to the live-stock interest of Manitoba and the North-west. I understand that it has been decided to open a chilled beef es-

establishment in Winnipeg, and probably in Calgary, and this will no doubt prove of incalculable benefit to the North-west, as range cattle and others in a semi-wild state have wasted a great deal in transit owing to the artificial feeding and their being unaccustomed to confinement. Liverpool has received about 35,000 of the Canadian cattle sent to the United Kingdom, and about 135,000 of those from the United States. The mortality on the voyage has with one exception remained very low, as will be seen from the following particulars of the shipments by the principal lines. The Beaver line carried 11,823 head, and lost only 14 or 0·11 per cent; the Allan line 7,377, losing 11, or 0·14 per cent; the Dominion Line 5,106, losing 4, or 0·078 per cent, and Messrs. Harling, Ronald & Co. 5,913, with a loss of 13 or 0·22 per cent. The latter figures do not include the 240 head shipped by the "Canopus" in October last, out of which 161 were lost, but the circumstances were quite exceptional, the steamer being caught in the severe gales of the 22nd and 23rd November off the Irish Coast, and she was four days getting round from Kinsdale to Liverpool.

## DEAD MEAT.

The imports of fresh beef show a decrease on the year from 2,079,637 cwt. to 1,808,052 cwt. wholly accounted for by the reduction in the quantity received from the United States. In 1892 that country sent here 1,951,887 cwts. but in 1893 only 1,489,949, a falling off of 23·66 per cent. In my report last year I referred to the losses which had been experienced in the business, and it looks as though the inevitable had at last overtaken some of those engaged in it.

## MUTTON.

The imports of mutton have risen from 1,699,966 cwt. in 1892, to 1,971,500 in 1893, the principal increase being from Australasia, which has sent us 210,064 cwt. more than in the previous year,—1,187,458 cwt. as against 977,394 cwt. The Argentine Republic again shows an increase from 471,128 cwt. to 515,611 cwt.; whilst, however, the mutton from Australasia, especially that from New Zealand, is improving in quality, and is greatly growing in favour, that from Argentine is declining in quality, and it is stated that the business must be resulting in a great loss to the importers. Few, if any of the frozen mutton importing firms are paying dividends, and several, if not in liquidation, are on the verge of it.

## SHEEP AND LAMBS.

As shown in a former paragraph a great decrease has taken place in the stock of sheep in the United Kingdom. This has had the effect of somewhat improving the prices of the better class of home bred animals. Foot and mouth disease, I am sorry to say, has again broken out on the continent, having been detected at Hamburg and elsewhere, and in consequence the entry of live stock from the continent is prohibited. Iceland is now included in the restrictions, and has sent here 29,227 sheep—which compares with 38,529, in 1892. This decrease is partly owing to the great losses experienced by importers, some of whom were Canadians, and partly to the difficulty in obtaining means of transport. An agent of the Department of Interior paid several visits to Liverpool with a view of inducing Liverpool merchants to again take up the trade, but unfortunately he was unsuccessful. Had it been otherwise it would have had a beneficial interest on emigration from the island to the Dominion.

The foot and mouth disease restrictions preventing live stock being sent from Holland, sheep are slaughtered there and sent over dead, and an increase in the trade has taken place, the figures being 164,872 cwt. in 1892 and 197,266 cwt. in 1893.

I am sorry to say that the number of live sheep from the Dominion has again decreased, only 3,589 being received as against 15,743 in 1892 and 31,633 in 1891.

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### DAIRY COWS.

The scheduling of Canada of course has entirely stopped the trade in dairy cows. This loss is not only felt by the exporters in Canada, but also by the dairymen and others in this country who had come to look upon the Dominion as a reliable and profitable source of supply for this class of cattle.

### CONDENSED MILK.

I would again draw attention to the ever increasing quantity of condensed milk which is imported, and to show the growth of the trade I will repeat my table of last year with the imports of 1893 added :

	Boxes.
1888 .....	462,618
1889 .....	598,840
1890 .....	717,084
1891 .....	737,370
1892 .....	746,164
1893 .....	879,729

The official returns of the quantity received from abroad during the last year are 501,005 cwts., of the value of £1,008,855, or upwards of five million dollars. I regret that no effort to enter into this trade appears to have been made from the Dominion. The Australians are busily engaged in extending their trade in this article to a number of countries in the southern hemisphere and to India. In previous reports I have gone into all particulars with regard to this trade and the opportunity it presents to Canadians.

### HOG PRODUCTS.

The trade in hog products is enumerated under three principal headings: Bacon, hams and pork (the latter fresh and salted). The supply comes chiefly from the United States, and the figures for the past year are as follows. Bacon 2,177,293 cwt. valued at £5,523,447, against 2,895,951 cwt. in 1892; hams 920,961 cwt. compared with 1,131,279 cwt. in the previous year; with regard to these two items, although the quantities imported are less the values at which they are returned are higher than the respective totals for 1892. Pork (salted), 108,811 cwt., against 162,220 cwt. in 1892. This consistent decline in all their hog products gives colour to the statements made here, that the United States supplies are decreasing or are at any rate not increasing. This is a matter of some importance to Canadian farmers, and more especially to those in the North-west who have found it profitable to turn their surplus and course and damaged grain into hog products.

With respect to bacon, Canada sent us 193,773 cwt. as compared with 239,121 cwt. in 1892, but as in the case of the United States, the lesser quantity is returned at the greater value, £495,166 in 1893 and £462,646 in 1892.

Denmark during the last few years has been extending her trade in this commodity, and it has now assumed really large proportions. In 1891 Denmark sent here 580,868 cwt. of bacon, and, after the United States, is the largest contributor of bacon to this market, not excepting Ireland. The government, the agricultural societies, and the co-operative societies in Denmark have for several years been making vigorous efforts to improve their breed of hogs by the introduction of pedigree stock from England, Middle Yorkshire, Tamworth, and other breeds calculated to produce lean meat; further, they have recognized the paramount importance of classifying their hogs, and of cutting them to suit the requirements of the different markets in this country. In nearly every county they have a special cut, and the United States importers have been very careful to cut their bacon and hams to suit the various demands. It is very necessary that this should be done, and more than one Canadian has been unsuccessful in endeavouring to open up business with England through neglecting the advice given to study the pre-

prejudices as to local "cuts." I understand that an extensive bacon factory has been established in London, Ontario, and that others are to be opened in Winnipeg, and at other points in the North-west, and it is therefore desirable that this matter should be thoroughly understood.

Plates showing the peculiarities of the various cuts are appended to this report. (*After page 48.*)

According to a consular report just issued, it appears that in 1892, 700,000 head of swine were slaughtered in Denmark (against 550,000 in the previous year), and 200,000 were sent alive to Hamburg. This branch of farm produce brought to the country \$12,500,000. The population of the whole of Denmark is only 2,172,205, and one-half of them live by agriculture, so that the exports of hog products alone brought to the agricultural portion of the population about \$12 per head. The conditions of agriculture in Denmark are very similar to those which exist in the Dominion, more especially in Ontario and the province of Quebec, and the dairying bye-products could be just as profitably used in the one country as they are in the other. The rates of freight will be, if anything, in favour of the Dominion.

The following is from the price list of one of the largest English wholesale houses:—

## BACON.

	Smoked.
Irish, Finest, Best Brands, No. 1 Lean Sizeable.....	68/-
Danish, No. 1, Sizeable, Best Brands only.....	65/-
Canadian, Finest Pea-fed, "Beaver" 50/56 average.....	58/-
American, Dold's or Wright's Lean Selected Wilts-cut 44/48 average..	55/-
Fore Ends, Wilts, Lean.....	54/-
Rolled Shoulders, Perfect.....	54/-
Cumberland-Cut, Wright's or Fowler's 28/32 average.....	55/-
New York Shoulders, 10/12 average (Smoked).....	49/-
(Green Bacon 4/- per cwt. less than Smoked.)	

With regard to this I must add that all bacon should be sent here green, using as little salt, etc., as possible to preserve them, and they should be sent through with quick despatch. It is stated that several lots of hams, etc., have been delivered in Liverpool from Chicago and Kansas City within 20 days after slaughter. The taste has changed during recent years, and the demand is now for only slightly salted goods. On arrival the green imported article is washed, cured and smoked at establishments where there is special and elaborate machinery for the purpose, and the finished product is distributed in such a manner that, when sold, it is as fresh as possible.

The trade in live pigs has nearly ceased, only 138, having been imported during the year. I believe the whole of these came from Canada. On the other hand, a new branch of the business has been entered upon, 2,418 frozen hogs having been landed in Liverpool from the Argentine Republic, and it is stated that they have returned a handsome profit. They would be used as fresh pork, and not be converted into smoked bacon and hams.

## BUTTER.

The imports of butter continue to increase. The totals for the last three years have been as follows:—1891, 2,135,607 cwt.; 1892, 2,183,009 cwt.; 1893, 2,327,473 cwt., the value of the last mentioned being returned at £12,754,233, or about sixty-four million dollars. Denmark increased her output to this country from 863,532 cwt., in 1892, to 934,787 cwt., in 1893: Sweden, which entered the field more recently, advanced in the year from 228,885 cwt. to 267,400 cwt. The imports from the United States are annually decreasing, the figures being 63,693 cwt. in 1891, 46,864 cwt. in 1892, and 22,930 cwt. in 1893. Canada also, I regret to say, shows a decrease from 59,571 cwt., in 1892, to 43,139 cwt., last year. France shows a decrease from 542,687 cwt. to 468,309 cwt., and Holland is nearly stationary with 141,838 cwt., in 1892,

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and 142,811 cwt., in 1893. Other countries, however, show a very large increase, and this is principally owing to Australasia, which is not enumerated under a special heading. In 1891, these imports were 117,205 cwt., in 1892 it grew to 185,417 cwt., and, in 1893, reached 283,112 cwt. Large shipments are now coming forward. The Pacific and Oriental steamer "Massilia" is on its way to London from Australia, with the largest cargo of butter yet exported by the colonies. About eighty-five tons were loaded at Sydney, and five hundred tons at Melbourne, by the Agricultural Department. Twenty-five tons were added at Adelaide, so that the total shipment is six hundred tons, valued at £75,640. From the colony of Victoria the imports have been more than doubled since 1891 under the influence of an export bounty of six cts. per lb.; but New Zealand is steadily increasing her output without any artificial impulse. The following are the current prices issued by a well-known English firm:—

Colonial butter "Mitre" brand, our own importation. Fresh arrivals weekly, absolutely the finest quality, 56-lb. boxes, 110s., 112s. and 114s. per cwt.  
New Zealand, special line, special value, 56-lb. boxes, 90s., 96s., 100s. and 104s. per cwt.

- Danish or Sweden, finest selected dairies, 121s. 6d. per cwt.
- do do selected, cwt. casks, first rate value.
- Fresh rolls, 12 2-lb. (Bretel's) 13s., 14s. 6d. and 15s. 6d.
- do K.T. red, 11s. 6d.
- do P.L.C.C., 12s., 6d. and 11s. 9d.; G.C.R., 12s. and 11s.

American, 56-lb. tubs, good value (now landed), 92s. per cwt.

A great improvement is reported from Denmark in the methods of skimming the milk. Many of the dairies have been provided with a new separator called the "alpha," and in others the old separators have been converted into the new type. In his work on the dairy industry in Denmark, M. Bøggild gives a description of this machine, and says that the novelty of the system consists in this: that whereas all the ordinary separators are either cylindrical or nearly globular in form, with one to three radial wings, the "alpha" is a cylinder in which the milk is separated into a great number of thin layers by a set of plates or discs. By means of this subdivision of the milk into numerous layers the fat particles are more readily extracted. The milk on entering the machine is not at once conveyed to the periphery, but only gradually attains a high velocity. More than double the quantity of milk is now skimmed annually, with a lower velocity, and, therefore, with less labour and power. According to Dr. Engstrom's tests it appears that the "alpha I" can with a velocity of 5,600 revolutions skim 1,760 lbs. avoirdupois of milk at 26 degrees to 30 degrees Celsius per hour, giving 15 per cent of cream, and leaving only 0.14 per cent of fat in the skim milk.

Our Australian competitors have been paying great attention to this market, and following the example of the Dominion Government in sending Professor Robertson to this country, they have sent Mr. Wilson, a dairy expert to the Victorian Government on a visit to Europe. Mr. Wilson reports emphatically that frozen butter is worth 3d. on a visit to Europe. Mr. Wilson reports emphatically that frozen butter is worth 3d. to 4d. per lb. more than the chilled article, and calculating the loss on the last three years' shipments equal to 2,200,000 lbs. of chilled butter, at only 2d. per lb. the dairymen have, he states, suffered to the extent of £35,000. In view of the statement made that the refrigerating chambers were not kept at a uniform temperature, Mr. Wilson gave the subject considerable attention, and his experience of several shipments arriving in London with dairy product proved that the refrigerating logs could not be depended upon.

### PRESERVED BUTTER IN TINS.

I must again call the attention of Canadian dairymen to the important trade that is done in tinned butter. I had to report last year that through the financial crisis in South America the tinned butter trade had received a severe check, but during the last year the business has revived, more especially that with the Brazils. According to the reports of the Irish dairymen they have extended their trade in tinned butter enormously. However, the information I have been able to obtain leads me to believe that

it is in Spain and other Mediterranean countries that they have obtained their hold, and in the seaports of Great Britain for use on ship board, and not in South America, and the hot countries of the east.

The scarcity of supplies owing to the great drought in Europe cause the price to advance from 3 cents to 4 cents per lb., and I quote from a price list issued in July for comparison with the rates given in my last report :—

Selected butter of choicest quality :

2 lbs. tins,	18 pence	per lb.,	F. O. B. Copenhagen.
1    "    "	19½	"	"
½    "    "	21	"	"

French style :

Cases containing	60 2 lb. tins,	(800 grs. net)	£8 0 0	per case
"            "	100 1    "	(400    "    ")	7 5 10	"
"            "	100 ½   "	(200    "    ")	3 19 2	"
			F. O. B. Copenhagen.	

Choicest quality :

28 lbs. tins,	15½	per lb.,	F. O. B. Copenhagen.
14    "    "	16	"	"
7     "    "	16½	"	"
5     "    "	16¾	"	"
4     "    "	17	"	"

Salted quality :

28 lbs. tins,	15 pence	per lb.	F. O. B. Copenhagen.
14    "    "	15½	"	"
7     "    "	16	"	"

Butter can be delivered C. I. F. in London, Liverpool and Glasgow at an additional charge of ½d. per lb.

Mr. Wilson, the Victorian Government expert, visited Stockholm, and reports that he there noted several improvements in butter-fat testers, and sterilising machinery, by which splendid butter with extra keeping qualities is made after milk and cream have been heated to 170 degrees. He bought two machines and expects to be able to produce a "tinned" article that will top the markets of the East. Inquiries made at the ports of call on the outward and homeward voyages convinced him that a large and profitable trade can be done with these Eastern countries at prices ruling from 1s. 4d. to 1s. 6d. per lb.

A reference to my annual reports since 1876 will show the rapid strides this and the condensed milk industries have made in Europe.

#### MARGARINE.

The margarine trade remains stationary, the imports for the year being 1,300,033 cwt. The attractive manner in which it is prepared in Holland and other countries, and its uniform quality makes it a keen competitor with inferior butters. In fact in many manufacturing districts it is preferred to the lower grades of butter.

#### CHEESE.

I am glad to report that Canada continues to the fore with regard to cheese. For the last three years the imports from the Dominion have been as follows:—1891, 857,841 cwt.; 1892, 1,038,599; 1893, 1,046,704 cwt. The total received from all countries last year was 2,077,482 cwt., so that Canada supplies more than one-half of the whole import. The quantity received from the United States has been 645,235 cwt., a decrease in the year of 173,198 cwt. Attempts have been made to introduce cheese from the Australasian Colonies, but so far they have not been very successful. However, it is thought that New Zealand will be in a better position to supply this article during the coming year. Canadian cheese at one time touched 57s. per cwt., but

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it may be useful to point out, notwithstanding the general excellence of our cheese products, there is still room for improvement as the top price for Cheshire cheese has been 75s., and a few fancy prize lots have fetched much more even than this. In many of my former reports I have pointed out that a trade in fancy cheese might well be conducted from the Dominion. Gruyère cheese is manufactured now to a small extent in the Dominion, but the business might be greatly extended, and an export trade established. Gruyère is now quoted at 78s. to 84s. 9d. per cwt., as compared with 60s. to 72s. in 1892, and 50s. to 60s. in 1891.

As regards Dutch cheese in which there is an enormous trade done with countries with a hot climate, I cannot do better than again quote an export price list from Haarlem, Holland.

Countries.	Edams.	Goudas.	Countries.	Edams.	Goudas.
<i>North Africa.</i>			<i>South America—Continued.</i>		
	Per Cwt	Per Cwt.		Per Cwt.	Per Cwt.
	s. d.	s. d.		s. d.	s. d.
Morocco .....	62 0	60 6	Maceio.....	65 0	64 0
Algiers.....	62 0	60 6	Bahia.....	65 0	64 0
Tunis.....	62 0	60 6	Rio de Janeiro.....	65 0	64 0
Egypt.....	62 0	60 6	Santos.....	65 0	64 0
Madeira.....	63 0	61 6	Porte Alegre.....	65 0	64 0
Canary Island.....	63 0	61 6	Rio Grand do Sul.....	65 0	64
The Azores .....	63 0	61 6	Buenos Ayres .....	63 0	63
			Montevideo.....	63 0	63
<i>West Coast of Africa.</i>			Venezuela .....	63 0	62
Guinea, etc.....	62 0	61 0			
<i>South Africa.</i>			Cuba.....	64 0	63 0
Cape Colony.....	63 0	62 0	Porto Rico.....	64 0	63 0
Natal.....	63 0	62 0	West-India Islands.....	64 0	63 0
Orange Free States .....	63 0	62 6	Mexico.....	64 0	63 0
Transvaal.....	63 0	62 6			
<i>East Africa.</i>			Central America.....	64 0	63 0
Aden.....	63 0	62 0	Guiana.....	64 0	63 0
Mozambique.....	63 0	62 0	Chili.....	65 0	63 0
Zanzibar.....	63 0	62 0	Peru.....	65 0	63 0
Mauritius.....	63 0	62 0			
Reunion.....	63 0	62 0	East India.....	65 0	63 0
<i>North America.</i>			China.....	65 0	63 0
Canada.....	64 0	63 0	Japan.....	65 0	63 0
United States.....	64 0	63 0	Australia.....	65 0	63 0
<i>South America.</i>					
Pará.....			Spain.....	61 @ 64s.	61 @ 64s.
Maranhã.....	65 0	64 0	Portugal.....	61 @ 64s.	61 @ 64s.
Ceará.....	65 0	64 0	Italy.....	61 @ 64s.	61 @ 64s.
Manaos.....	65 0	64 0	Turkey.....	61 @ 64s.	61 @ 64s.
Pernambuco.....	65 0	64 0	Greece.....	61 @ 64s.	61 @ 64s.
Double	Crown	Quality.—	Edams, 72s.	Goudas, 72s.	

### EGGS.

Eggs this year show some falling off in the imports; from 11,139,419 gt. hds. in 1892 to 11,025,908 gt. hds. in 1893; the values for the latter year however are returned as greater than the former, the figures being £3,794,718 for 1892 and £3,875,639 for 1893. Continental shippers in 1892 met the full brunt of the Canadian competition and have done their utmost to make contracts and in every way force Canadians from the British market. This coupled with the terrible labour troubles which lasted some 14 weeks, during which there were hundreds of thousands of colliers and others dependent

upon them, out of employment, had a very depressing effect upon the Canadian egg trade, and there has been in consequence a slight falling off in the imports. It is the colliers and operatives who consume the great bulk of the eggs and cheese imported into this country, these commodities forming a very important portion of their daily food.

#### POULTRY.

A number of Canadian turkeys came forward again this year, and as usual they were in most excellent condition. Unfortunately they had to meet the great depression in trade and an enormous influx of poultry from the continent. They therefore did not realize the same prices as in previous years. With the return of prosperity however increased profits may reasonably be expected, and it is hoped that the trade may assume larger proportions.

#### HAY.

I am glad to be able to inform you that the suggestions made in my last year's report as regards hay have been largely followed by Canadian exporters and full advantage has been taken of the market which has been presented in this country owing to the great drought. It is scarcely likely that the demand will be so exceptional in succeeding years, but our Canadian hay has been well tested by some of the largest users in Great Britain and by a few on the continent, and, it is confidently anticipated by those in the trade that while the volume may fluctuate considerably the trade itself has been placed on a permanent footing. I referred in my last report to the advisability of baling the hay tightly in small packages, and this is a point to which some shippers have not paid sufficient attention. In many cases the bales might have been far more tightly pressed and they have taken up much more space on the cars and on the ship than was necessary. One steamship company has mentioned this matter to me, and has pointed out that as they are carried by measurement, not weight, by compressing the bales into one-half the size—which I am assured was in some cases possible, the shipper would gain correspondingly in freight, and would be able to land his hay here at several dollars per ton less than the present price. It is the cost of freight on a bulky low priced commodity like this that prevents a great expansion of the trade, the present expenses being about half the selling value of the product here. It is difficult to learn the exact quantity of Canadian hay that has been landed in Liverpool, as much of it has come *via* United States ports, but the total quantity of hay imported into Liverpool has been 607,994 bales. Of this 64,630 bales came from South America, and the bulk of the balance from the Dominion. A large quantity has been forwarded to Manchester and Birmingham, and some of it as far as Berkshire and Wiltshire. The prices of Canadian hay in Liverpool have varied from a minimum of £4 5s. to a maximum of £6 5s. per ton, and the average would be from £4 15s. to £5. Prices in London, although appearing higher, are not really so favourable as in Liverpool. Here hay can be landed direct on the quay, but in London it has to be conveyed in lighters, increasing the expense very considerably. The hay from South America was "Alfalfa" and some of it was of very good quality. A large quantity however had been cut when too dry, and when the bales were opened it was found that a considerable proportion was reduced to dust.

#### HORSES.

There has been a falling off in the import of horses from 21,672 in 1891 to 20,994 in 1892, and 13,719 in 1893. From this it will be seen that the horse trade has shared in the general depression. Canadian horses, as I have pointed out before, are very much liked in this country, and a few good animals have come forward and have met with a ready sale. I have continued to do my best to bring Canadian horses before the public here and have been successful this year inducing a number of English dealers to visit the Dominion. These have returned pleased with their observations and content with the result of the small ventures they have made, and they are now awaiting the return of prosperity to enter into the trade more extensively. The prices for matched pairs of carriage horses or horses suitable for matching purposes, have never been



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higher than at present. Carriage horses or hunters 15.3 to 16 hands, 6 years old, with style and action are readily snapped up at from \$500 to \$750 each, and the price for heavy draught horses of extra quality, for cities, has also never been better; in fact the dealers state that they do not know where to look for either of these classes of horses when superior quality is required. There is apparently however a glut of second rate horses in almost all the countries of Europe. As regards horses and mules in the British army, recent returns show that the whole number is within a few of 27,000, of which rather more than 12,000 are with the European troops in India, and the remainder at home, in Egypt, and in Natal. The cavalry regiments have 12,000 horses (exclusive of officers' horses; these, as in other branches of the army, being private property); the Royal Artillery, 12,500 horses and mules for riding and gun teams; the Royal Engineers, only about 400; the infantry, 700 for transport and mounted infantry training; and the Army Service Corps, 1,300. The cavalry regiments, as a rule, have enough horses to mount about two-thirds of their men; the three household regiments, which number 1,300 non-commissioned officers and men, having 800 horses. Several of the regiments in India can mount more than 500 men each, but even these have each nearly 700 men to use them; and in some of the home regiments the disproportion between men and horses is as great or greater than in the Life and Horse Guards. It is evident from this that the supply is very short indeed, but the War Office authorities have now been made fully aware of the class of horses and the number to be obtained in Canada and in the event of any sudden requirements Canada will undoubtedly be one of the first countries looked to for a supply of remounts.

A few good stallions have been shipped hence to the Dominion; but I am sorry to say that the number has been less than in previous years.

### HONEY.

In October last at the request of the High Commissioner I forwarded the following particulars respecting the trade in honey. The chief imports to the United Kingdom are from California, New Zealand, Chili and Mexico, and small shipments occasionally from the Mediterranean ports. California ships by far the largest quantity of fine honey. It is usually packed in tins of about 50 lbs. each, and it is repacked here into small packages for sale by grocers and chemists. This honey is classed as "white," "pale amber," and "dark amber." A guarantee that the honey is pure and unadulterated is very often required at the time of sale, as shipments from San Francisco have been known to contain large quantities of glucose. Last season shipments from California were unusually light, and the price for fine white advanced to over 50s. The present quotations only range from 35s. to 40s. per cwt., less  $2\frac{1}{2}$  p.c. discount. This is for the finer qualities, lower grades being offered at considerable less money. A small parcel of fine Californian was sold here recently at 39s. per cwt. less  $2\frac{1}{2}$  p.c. discount: this was new honey, guaranteed pure, and lately received overland from California. On arrival of direct shipments from that country prices are expected to be easier.

Australia and New Zealand up to the present have only shipped small quantities, but there are signs that they intend making larger shipments during the coming season.

Sales of fine honey are limited, and it is estimated that the annual consumption does not reach more than 5,000 cases, of about 1 cwt. each, in fact it is thought that to enable the consumption to reach this quantity, present prices would have to be reduced.

Owing to the large amount of cheap jams the demand for fine honey has been slow during the past season.

As regards the lower quality, chiefly represented by Chilian, this is used largely for sweet manufacture, and by confectioners, and does not affect the position of fine honey for grocery purposes.

Chilian honey is quoted as follows:—Pile X, 33s. to 36s.; pile 1, 29s. to 31s.; pile 2, 25s. 6d. to 26s.; and pile 3, 22s. 6d. to 23s.

Since the foregoing was written an attempt has been made to introduce honey from Honolulu. It was of fine quality, but it was found that it could not be landed here at a price which would enable it to compete with honey from California. The samples came *via* Vancouver and over the Canadian Pacific Railway.

## SALMON AND LOBSTERS.

It will be remembered that some 15 years ago an attempt was made to start a trade in frozen salmon to this country, but the present facilities for conveyance in refrigerating chambers across the Atlantic and reception in cold storage on landing, were then wanting. A Quebec gentleman has renewed the experiment, and has brought over a small consignment in splendid condition, a ready sale being met with. This gentleman has gone to the continent with a view of opening up markets there; and I have given him letters of introduction to several of my correspondents who will, I trust, be able to assist him to develop his business. This salmon can of course be landed at a time when British salmon is not in season, and it is hoped that thus a new and important item may be added to the exports from the Dominion.

Experiments have also been made during the year in importing live lobsters, but I regret to say that they have not met with the success to be desired; still the efforts are being continued and if certain difficulties can be overcome a profitable trade should result. It is stated that there are 27,000,000 lobsters consumed in this country every year, and the home fisheries of the United Kingdom only yield 1,810,000. The wholesale price of the native lobster is about \$23 per 100 or 23 cents each, and there is therefore a margin for a very good profit here, and France and Belgium are even better markets.

I have done my best to assist the parties concerned in the initiation of both these new industries.

## PHOSPHATES.

The phosphate market, I regret to state, is still in a very weak state. Well-known mineral brokers of this city say that the business during the year has been unusually quiet and the quantity imported and consumed has been considerably reduced, whilst the prices have of course suffered proportionately.

Florida is quoted at 8½d., South Carolina and Peace River Rock at 7½d. to 8d. per unit c.i.f. The prospect for the coming year bears at present a very gloomy aspect.

## WINE AND WHISKY.

During the past year several experimental shipments of Canadian wines have been made to this country. Most of them were imported in the wood and were bottled here after having sufficiently rested. The members of the trade were surprised at their extra good quality, more especially the hocks, which they think may eventually find favour here.

As regards whisky, the distillers in Canada have gone to enormous expense in furthering their business and are apparently well satisfied with the result. Canadian rye whisky can now be found in nearly every town of any importance in the United Kingdom, and a considerable export trade is springing up from this and other ports to the continent.

## WOOD PULP.

In previous reports I have alluded to the trade which might be done in wood pulp. The imports continue to increase, the figures being 156,609 tons in 1891, 190,946 tons in 1892, and 215,584 tons in 1893, the value of the latter quantity being given as £1,180,310. I am glad to state that the Canadian makers of wood pulp have made a good start during the past season in commencing this trade, and I have used every means in my power to assist them, and I hope in my next report to be able to say that they have acquired a considerable portion of the large sum of money which is annually paid to foreign countries for this commodity.

## APPLES.

There has been an enormous falling off in the imports of apples this season. The importations into Liverpool of Canadian and United States fruit to date only reach 68,140 barrels against 580,111 barrels last season. In one week in November, 1891,

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the receipts numbered 90,000 barrels, a greater quantity than has come to hand during the whole of this season. The great bulk of this season's imports, however, are Canadian. The arrivals from the United States are not up to their usual standard, being small and deficient in color. The present prices are as follows:—

### Canadian—

Baldwins . . . . .	20s. to 24s. 6d. ; seconds, 15s. to 19s.
Ribston, C. Red, Spy, Phœnix . . . . .	20s. to 26s. 0d. ; seconds, 15s. to 19s. 3d.
Greenings . . . . .	20s. to 24s. 6d. ; seconds, 15s. to 19s.
Russets . . . . .	20s. to 25s. 0d. ; seconds, 15s. to 19s.

### Nova Scotian—

Baldwins . . . . .	14s. 6d. to 18s. 3d.
Ribston and Spy . . . . .	15s. 6d. to 18s.
Greenings . . . . .	13s. 6d. to 18s. 6d.

### Maine—

Baldwins . . . . .	16s. to 18s. 6d. ; seconds, 11s. to 13s. 6d.
Greenings . . . . .	13s. to 17s. 0d. ; seconds, 11s. to 12s. 6d.

Canadian apples have now such a firm hold on the English market that practically speaking there are no competitors, more especially in the harder sorts such as Baldwins, Greenings, Ribston Pippins, Reds, Spies, Phœnix, King Pippins and Russets. In former years an export trade in Canadian apples has arisen from this port to the Continent, especially to the northern countries, where they have met with great favour, and I have been able to render considerable assistance to those engaged in this enterprise. This season the scarcity of supplies and the high price have prevented any expansion of the trade in this direction. It is anticipated however that the foreign markets, more especially those in the Northern Germany, Scandinavia and Russia, will provide a further outlet for the fruit of Canadian orchards.

### MANCHESTER SHIP CANAL.

On the first of the present month the Manchester Ship Canal was opened for traffic and it is confidently expected that no country will reap greater advantages from it than will the Dominion of Canada. Inquiries respecting the chances of trade in this new direction from the Dominion are increasing daily, and it may be of interest to give the following particulars as to its dimensions. The total length is  $35\frac{1}{2}$  miles: minimum depth 26 ft., average width at water level 172 ft., minimum width of canal at bottom 120 ft., except between Barton and Manchester where it will be at bottom 170 ft., and at water level 230 ft. The bottom measurement shows a capacity nearly twice that of the Suez Canal and 50 per cent in excess of the Amsterdam Ship Canal. The areas of the water and quay spaces are:—

#### Salford Docks—

Water Space . . . . .	71 acres
Area of Quays . . . . .	129 do
Length of Quays . . . . .	$3\frac{3}{8}$ miles

#### Manchester Docks—

Water Space . . . . .	$33\frac{1}{2}$ acres
Area of Quays . . . . .	23 do
Length of Quays . . . . .	$1\frac{3}{4}$ miles

#### Partington Coal Basin—

Water Space . . . . .	$5\frac{1}{2}$ acres
Area of Quays . . . . .	20 do
Length of Quays . . . . .	$\frac{1}{2}$ mile

The height from the ordinary water level in the canal to the underside of the girders in the high-level bridges over the canal will in every case leave a clear headway of 75 feet.

It having become my duty to study the canal from the Canadian commercial standpoint I was brought into contact with the Manchester Corporation, which led to my being requested to give evidence before a Select Committee of the House of Lords on March 15th, 1893, Earl Cadogan in the chair with respect to a bill which was being promoted by the corporation to enable them to construct slaughter houses and cattle markets. The object in view was to attract the Canadian and United States cattle trade. My evidence went to prove that the canal was eminently suited to a number of vessels engaged in the Canadian trade, and that as not more than 20 per cent of the cattle imported into Liverpool were consumed here, but that 60 per cent went to the Manchester district, the new water way might be of service in developing our cattle trade, and at the sametime, as the steamers would not go with cattle alone, extensions would take place in our timber, provision, hay and other trades. I pointed out that the Canadian hay trade for instance was seriously handicapped by the heavy freight rates and charges which are 10 per cent of the value of the commodity. The Bill was afterwards passed, and the permission of the Board of Agriculture having been granted foreign animals can now be landed at the Manchester end of the Canal on the same conditions as those which obtain at Birkenhead.

With the exception of Liverpool and London, Manchester is the largest centre of distribution in the British Isles as within a radius of 12 miles of the Royal Exchange in that city there is a population of no less than 2,000,000 and within a radius of 50 miles there is a population numbering upwards of eight millions, exceeding the population within a like radius from St. Paul's Cathedral, London.

The following rough plan prepared by Mr. Marshall Stevens, Manager of the Manchester Ship Canal, gives a good idea of the density of the population in the area to which Liverpool and Manchester act as distributing centres. (*See cut on page 48.*)

The figures given are taken from the census of 1880, but there has been a large increase in the population of these cities and towns during the last decade.

Belgium and Holland are usually considered to be the most densely populated countries in Europe, the average there in 1884 being 416 persons to the square mile. The average density of the United Kingdom is about 310 to the square mile, but the density of the population within the district referred to and shown on the plan is 5,414 to the square mile. The great majority of the enormous number of people I have referred to are within an hour's run by rail of Liverpool, which they can reach at very little expense, and it will thus be seen that from a Canadian standpoint no more important position could be found for a commercial agency than at this port, and as year by year the commercial relations of the two countries become stronger increasing demands will be made for information and assistance. My report to the Minister of the Interior also shows the importance of Liverpool to Canada in other directions.

There is a great deal of rivalry between Liverpool and Manchester and it is confidently asserted here that the larger ocean going steamers are not likely to go to Manchester but whether they do so or not it is quite certain that a great saving will be effected in the cost of transporting heavy goods to Manchester. Large steamers will be able to discharge their Manchester cargoes over the side into steam barges for conveyance up the canal, and thus avoid the heavy charges for handling and cartage, which in many cases cost as much as a sixth of the ocean freight. The saving on hay, wood-pulp, lumber, doors, sashes, match splints, dimension timber and other bulky but low price commodities, will help Canada to compete in inland markets where it was difficult and sometimes impossible to obtain a footing owing to the charges incurred in Liverpool and the excessive railway rates. The canal tolls for the year 1894 have been arranged on a low scale which the Company hopes it may be able to make permanent. The rate on cattle is 1s. per head; sheep and pigs 3s. 6d. per score; bacon, butter and cheese, 5s. per ton; grain, hay and wood-pulp 3s. per ton; apples 4s. per ton. The rates for landing, storing and otherwise dealing with traffic, are also published, and for the information of your department, I am sending a copy of the schedule herewith.

It is of course impossible for me to enter into every detail of the duties performed this office. I am happy to say that the statutes, newspapers and all data respecting

## Trade and Commerce.

the Dominion which are kept here are annually becoming of more service, and verbal information is daily given on all manner of subjects, necessitating on the part of myself and staff close attention to passing events both here and in the Dominion and constant study of the various conditions and opportunities of trade.

Trusting that my report will meet with your approval.

I have the honour to be, sir,  
Your obedient servant,

**JOHN DYKE,**  
*Canadian Government Agent.*

The Honourable the Minister  
of Trade and Commerce,  
Ottawa.





CUMBERLAND.



STRETFORD.



LONG CUT HAM.



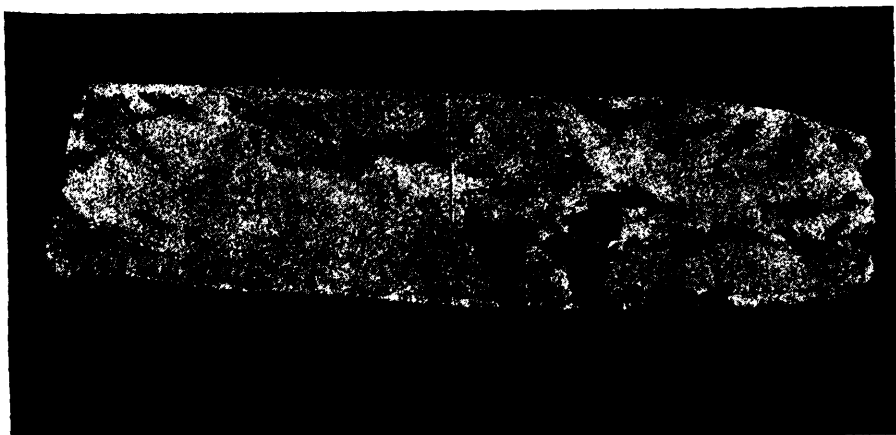
PRESTON HAM.



STAFFORD.

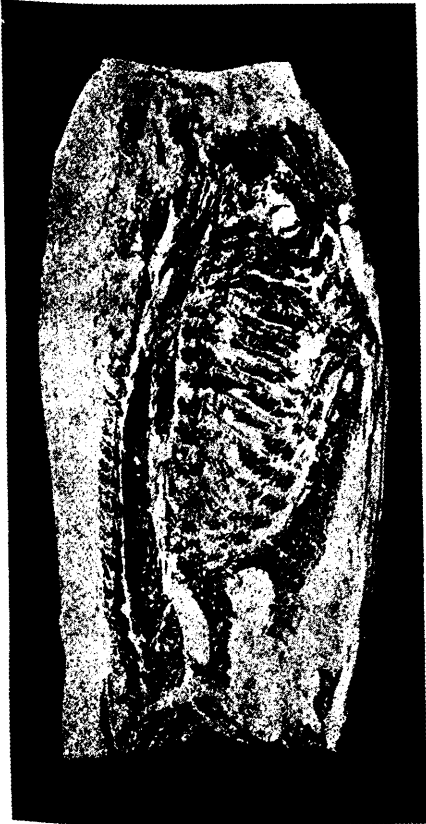


SHORT CLEAR.



LONG FAT BACK.

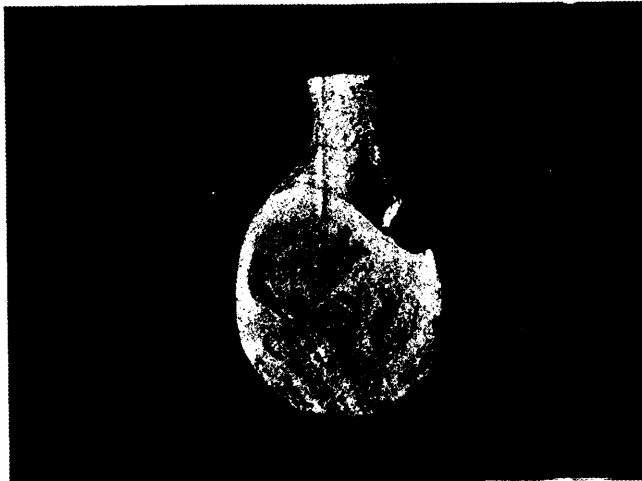




LONG CLEAR.



EXTRA LONG CLEAR.



AMERICAN SHORT CUT HAM.



LONG RIB.



YORKSHIRE.



SHOULDER.



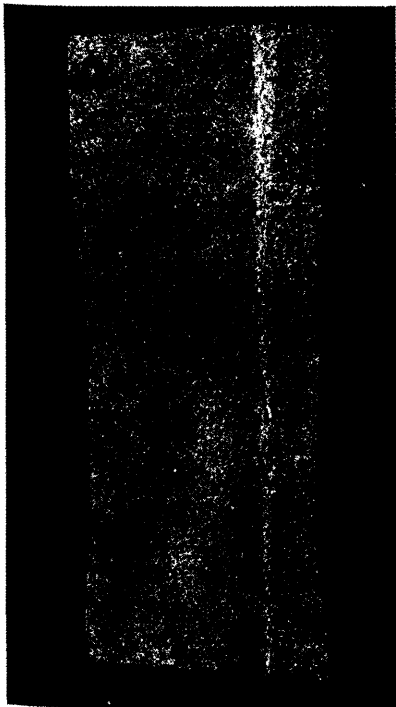
NEW YORK SHOULDER.



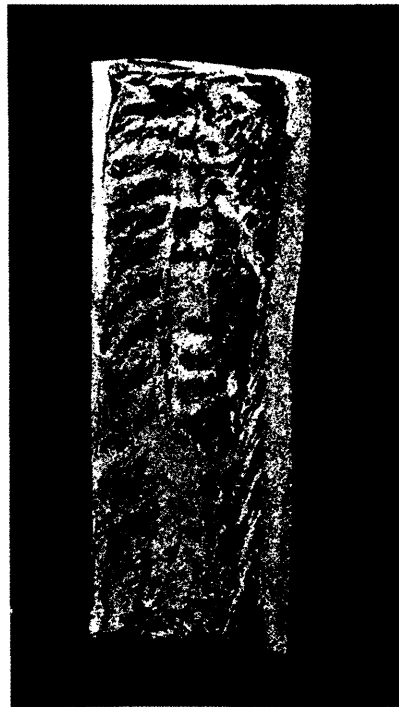
EXTRA SHORT CLEAR.



PRIME MESS PORK.



SHORT FAT BACK.



SHORT CLEAR BACK.



IRISH CUT.



BIRMINGHAM.



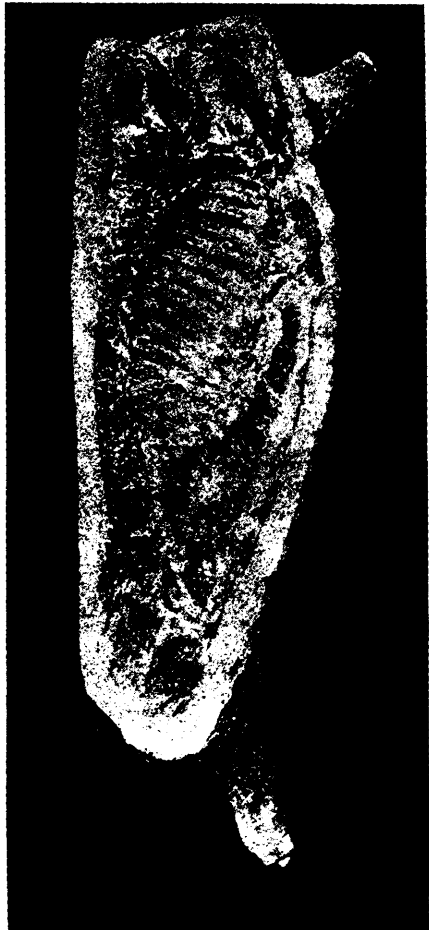
STAFFORD HAM.



MANCHESTER HAM.



WILTSHIRE.



WELSH.



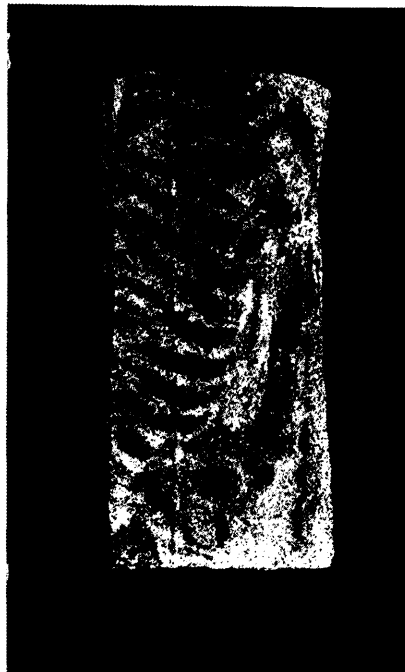
MESS PORK.



SHORT RIB.



RIB BELLY.



CLEAR BELLY.

# Trade and Commerce.

## REPORT OF BRISTOL AGENT.

(Mr. J. W. DOWN.)

BRISTOL, ENGLAND, 30th December, 1893.

SIR,—I have the honour herewith to submit my report upon trade subjects for the year 1893.

### CATTLE.

I regret having to report that this important trade with Canada has been seriously interfered with by the restrictions placed upon it compelling the slaughter of all Canadian animals on arrival at Avonmouth. I have carefully watched the trade, and find that after most searching examinations no trace of disease has been discovered. I have questioned several large purveyors as to the quality of Canadian meat this year and have found no complaints. The trade is now on a firm footing and not hampered by the prejudice against it in former years. It is confidently expected by men experienced in the cattle trade, that prices will advance in the coming year, when the shipment of Canadian beasts ought to be profitable. The high prices in this country for hay and all kinds of fodder, have led to the slaughter of thousands of animals, which would otherwise have been fed through the winter and sent to the spring markets. In almost every case any bullock in good condition has been slaughtered. I have made inquiries amongst farmers from all parts and learn that cattle will be very short next spring. If by that time the vexatious restrictions are removed from the Canadian trade, there will be a splendid opening in this district for the sale of good quality Canadian animals. Canadian farmers should bear this in mind, and seize what promises to be a good opportunity of recouping themselves for any losses they may have incurred in previous bad seasons.

I still receive good reports from farmers who have grazed Canadian stockers. They say they will not hesitate to buy largely as soon as the restrictions are removed.

### HORSE TRADE.

For several years I have endeavoured to impress upon the Canadian farmer the value of the English markets for the disposal of Canadian horses. I am sorry to see Canadians paying so little attention to this matter and neglecting a business which many on this side believe would prove a lucrative undertaking. With energy and determination, and the assistance which could be rendered by the Government agents in this country, a firm footing could be established in the English markets. As reported in previous years there is still a big demand for good horses in this neighbourhood. Dealers who travel the country inform me that at present really good animals are difficult to obtain and meet with a ready sale at good figures almost anywhere in the kingdom. Hundreds of horses are annually imported into this district. I have spoken to many dealers on the subject and nearly all agree with me that Canadians could not go far wrong in giving this market a trial. I am convinced that if a few farmers who are acquainted with the horse trade would take up the matter, though only in a small experimental way, they would be satisfied with the result. I shall be pleased, if my suggestions meet with favour, to put any Canadians, who may be disposed to enter into the trade, in communication with reliable men in this country who are willing to assist them in starting this horse business.

At the Bristol annual colt fair a large number of animals were on offer, but the quality was rough on the whole, and good specimens were at a premium. As evidence of the keen demand for good horses I found the best animals had been to a great extent

purchased before hand, some well known buyers having bought over night, and others having visited the dealers even earlier. Heavy cart horses of a useful kind were fairly represented and there were a few animals of first rate quality. The top price asked was about £73. Several realized as much as £70, but the general price was about £40. A fair number of hacks were shown, but here again good horses were almost entirely wanting. No high prices were obtained, and the majority of the animals on offer changed hands at from £35 to £40. Twenty-one Irish nags were sold by a local dealer, some of which realized as much as £80 and £90, and prices shaded down from the top figure to about £40. Horses suitable for tradesmen's purposes, ponies, &c., were plentiful, but quotations were unreliable, as prices in each case depended solely upon the merits of the animal. There was a good demand for everything of good quality, but the rough lot seemed to be difficult of disposal.

#### HAY TRADE.

The shipments of this article to Bristol and Avonmouth have enormously increased this season. With the first cargoes there was considerable discontent. The Bristol merchants complained of the quality and refused some lots on account of short weight. Whenever cases of dispute were reported to me I at once did all I could to adjust matters, and in nearly every case where there has been any friction between Bristol firms and Canadian shippers, I was able to so arrange things that future transactions were carried out without a hitch of any kind. In addition to my previous suggestions as to the mode of marking the bales, I would advise attaching the word "Canadian" in some way, so that the consumers in this country may know when they are purchasing Canadian hay that they are getting the right article. Canadian hay has a good name throughout the west of England in spite of the attempts of some persons who cry it down as coarse and unfit for feeding purposes. The horse-keeper of one large buyer of Canadian hay has informed me that he feeds 600 horses the year through, and finds that they do better on Canadian hay than any other sort. The change from English to Canadian hay effects a saving to him of 1s. per horse per week, in all £30 per week. I have it also from other firms that they look upon Canadian hay as on an equality with good English, and they state the Canadian article they have purchased has given every satisfaction and is allright for the Bristol and surrounding markets. Now that this trade has started so well and has given such satisfaction it is clearly to the interest of every Canadian shipper to do his utmost to keep up the standard he sends here, and more especially so as other countries are beginning to take up the business.

Hundreds of tons of inferior hay from South America and damaged stuff from Ireland have again this year been pushed off as Canadian, and this is one reason why I wish to urge upon Canadians the advisability of distinguishing Canadian hay by marking the bales with the word "Canadian."

It cannot be expected that this trade will remain very long as brisk as it has been this year, but there is a probability of a satisfactory market being found here for several years. Great attention must be paid to the shipments, and the markets here must be watched closely. The shipments must be made with judgment so as not to glut the market one month and then stop shipping the next.

I have influenced most of the big Bristol firms dealing in Canadian hay to advertise their sales as Canadian hay, and it has been done.

#### BARLEY.

There has been, I believe, an increased consumption of Canadian barley in this district this year. The shipments direct to this port have been small, most of the article having been sent on from Liverpool or London. I am giving my attention to this product and never miss an opportunity to introduce it to people dealing in English and foreign barley. I am told by a good judge of this article that care enough is not taken in threshing it in Canada. The machine is set too close and breaks or cracks the berries, which when once broken will not grow and are rendered useless for malting purposes.



## Trade and Commerce.

In fact if the shell or skin is broken such berries are only fit for feeding purposes. In my report for last year I called attention to mode of mixing good and bad barley, which I was told was often done in the Dominion. I believe there is still room for improvement in this direction, as I have this year again been told by Canadian visitors that they have seen frequently good and inferior barley mixed together—some worth shillings per quarter more than others. This careless handling of course spoils the bulk. With a little more attention paid to this matter, the good barley fit for malting purposes could be kept by itself and shipped to England, where it would be certain to sell at a good figure. By taking advantage of this suggestion the Dominion would be thousands of dollars the better off annually.

### WHEAT, OATS, &C.

These grains require the same attention as barley. Manitoban wheats stand high in this neighbourhood and scarcely have an equal. I hope the greatest care will be taken that nothing will be neglected that is likely to improve or keep up the quality of Canadian wheat.

### BACON AND PORK.

The local bacon and pork trade has been very good this year. High prices were maintained all through. This I reported last year as likely to be the case and advised Canadians to look out for an advance in prices. The trade with Canada is growing and there is room for great development. I am pleased to state that the quality of the Dominion pork has been excellent and given general satisfaction. It has been shipped, as I have often advised, in a dryer state and it is now advertised and sold as Canadian. It is anticipated that this trade will be good during the coming year. I have taken the opinion of several provision merchants and they all look forward to a considerable increase next year in the import of bacon from Canada, and if the Canadian houses keep up the quality they will have an opportunity to get a firm hold of the Bristol market.

### CHEESE.

There is but little to report on this article. The high standard of previous shipments has been maintained. It has sold freely and is now unrivalled except by the best English.

### BUTTER.

The trade in Canadian butter does not advance as rapidly as it should. I feel that in this market Canadian butter should secure as high a place as Canadian cheese, but to do so there must be a considerable improvement in the quality and mode of shipment, as former parcels have not turned out clean, sweet, and bright, when compared with English, Irish, or Danish goods. Best Canadian creamery has been sold for 80s. per cwt., whilst I learn that Australian has fetched the top price in the British markets, 130s. to 140s. per cwt. I hear this butter question is being seriously taken up in many parts of Canada, and I trust it will result in a better class of goods being produced. It is chiefly in the salting and packing that improvement must be made if the Canadian product is to meet with a ready sale in this market.

### EGGS.

The bulk of eggs placed on this market has been local, Irish and Continental. A few Canadian have been disposed of I am informed, but I have been unable to get any very

reliable particulars. One or two large buyers have been offered Canadian eggs by Liverpool and London firms, but they would not give them a trial this year having previously largely contracted for French and Irish. I purpose calling again on the principal egg merchants shortly, and hope to induce some of them to give a trial to Canadian eggs. I may say that at present the imported eggs from Ireland and France are small and inferior in quality, so that a good class of Canadian eggs would just now stand an excellent chance of getting into favour in this district.

#### HONEY.

On instructions from the High Commissioner's Office, I called upon the wholesale druggists and provision merchants dealing in English and foreign honey. I found that the bulk of imported honey came from Chili and California. The price varied from £30 to £70 per ton according to quality. Done up in fancy glass jars it is retailed at 1s. per lb. If any of the farmers in the North-west would care to try the shipment of this article to Bristol, I can put them in communication with several first-class firms, who would no doubt be willing to take an experimental consignment.

I have the honour to be, sir,  
Your obedient servant,

JOHN W. DOWN.

The Honourable  
The Minister of Trade and Commerce,  
Ottawa.

## Trade and Commerce.

### REPORT OF GLASGOW AGENT.

(MR. THOMAS GRAHAME.)

40, ST. ENOCH SQUARE,  
GLASGOW, 28th December, 1893.

SIR,—I have the honour herewith to submit my report upon trade matters for the past year.

In comparison with former years the trade to and from the Clyde has been very similar in the various articles dealt in. The exports on the whole have been about the same in volume as last season. There has been a slight decrease in quantities in several articles such as pig-iron, cast-iron pipes, and fine goods, but an increase in iron and steel manufactures, coal, tubes, brick and scrap-iron, over 1892.

As regards the imports, the quantities are almost equal to last year. Timber, flour and grain, have come forward in almost the same quantities. Hay and eggs have come in increased volume. Provisions, bacon and hams, have also come much as usual in quantity. There has, however, been a great falling off in apples as compared with 1892.

I may say I have, as usual, had a great number of people calling upon me in regard to the duties upon various descriptions of articles, as well as a very considerable amount of correspondence upon the same subject. These inquiries continue to be more extensive from year to year, and entail the expenditure of a very considerable amount of time.

As usual a number of pure bred cattle of various descriptions have been sent out during the season, but on account of the continued existence of pleuro-pneumonia in this country, and the necessary quarantine in consequence, they are not in such large numbers as otherwise would have been the case.

The first consignment of these shipped for Halifax per steamship "Siberian" on 20th May, consisted of eight Ayrshires in all, and were sent by Mr. Andrew Mitchell of Barcheskie, to Mr. James Johnston of Montreal. They were all very good specimens of the breed.

The second consignment, shipped for Halifax per Steamship "Carthaginian" on the 1st of July, consisted of two Ayrshire cattle, and were sent by Mr. R. Osborne, Wynholm, Lockerbie, to Mr. Robert Reford, of Montreal. These were also good specimens.

The third consignment, shipped for Halifax per steamship "Corean" on the 9th of September, consisted of eight Short-horns in all, and were sent by Mr. William Duthie, of Collynie, to Mr. D. D. Wilson, of Seaforth, Ontario. These were very fine animals.

As usual at the stallion show in March here, there were a large number of Clydesdale horses exhibited of excellent quality, the prize-taking animals especially were a very superior lot. The future prospects of the trade in such animals to Canada is likely to improve from the well known characteristics of the breed.

At the Spring Show held in May there was also a capital exhibit of the Clydesdale breed, as well as other animals of various descriptions.

At the Highland Society's Show in Edinburgh this year in July, there was as usual the finest exhibition of stock of all descriptions to be found in Scotland. Not only was there a splendid lot of Clydesdale, but also a very good turn out of other descriptions of horses, such as hackneys, hunters, &c. There was also a grand exhibit of Shorthorn, Polled Angus, Ayrshire, and Highland cattle, as well as Cheviot and black faced sheep. I met with many there with whom I had conversations in reference to various kinds of stock, and their adaptability to the various provinces of our country.

As an example of the high estimation in which animals of the Clydesdale breed are held in this country, I may state that when at Girvan Show in September, I ascertained that a number of the foals exhibited there that day were sold at from £100 to £150 each.

I cannot help impressing, as I have done in previous reports, the great advisability of breeders in Canada taking advantage of the opportunities which now exist for introducing both Cheviot, and Black faced sheep, and pure bred pigs of various kinds, to the districts which are adapted for them, as these can be obtained at such reasonable prices in this country at the present time, and there can be no doubt the profits from the production of these animals are of an increasing character in most parts of our country.

There were sent out from the Clyde to Canada during last season.

Horses .....	75
Cattle .....	18

From the above it will be seen that smaller quantities of live stock were sent out than in former years, in some instances on account of the high prices asked for animals in this country, and in others from the superior quality of animals bred in Canada now.

I herewith give the statistics of the arrivals of live stock during 1893 to the Clyde, and to Aberdeen and Dundee as well, during the previous year.

	Horses.	Cattie.	Sheep.
1892.....	1,149	44,624	105
1893.....	1,461	20,133	.....

As will be seen by the above, horses have come over again in largely increased numbers, and from all I can learn when those of a suitable description are sent, they realize very fair prices: cattle being very much less in numbers on account of the restrictions, and as a consequence, none at all went to Aberdeen or Dundee. No sheep so far as I can ascertain came to Scotland this season. The percentage of losses of animals notwithstanding the heavy gales experienced from time to time, was remarkably small, the "Allan Line" only lost 13 cattle out of 9,111 shipped, and 2 horses out of 901 shipped being a percentage of .14 of 1 per cent in cattle, and .22 in horses. The "Donaldson" Line only lost 10 cattle out of 11,022 shipped, and no horses out of 560 shipped, being a percentage of .09 in cattle and no percentage in horses. This line is only a portion of what is called the Reford's Line.

Regarding the cattle trade generally so far as I can ascertain it has not turned out satisfactorily for those engaged in it. Under the restrictions, far too many cattle were sent to Glasgow in the early part of the season, and though this did not continue long, for various reasons, among others the unusually hot summer in Scotland, prices did not come up to expectations in most instances. I took a very great deal of interest in the progress of events in regard to the restrictions in the early part of the season, and was in constant communication with the High Commissioner on the subject, going daily to Shieldhall the place of slaughter, looking after Canadian interests in the trade so far as lay in my power. It was very much remarked upon at Shieldhall what splendid carcasses Canadian cattle were as a rule after slaughter, and this was admitted by all who saw them. I may say that no suspicion of disease of the nature of pleuro-pneumonia has ever occurred in respect to any animals reaching Glasgow so far as I have heard. It is almost universally conceded that the result of the restrictions being carried out is a means of protection to British and Irish breeders, but why not openly proclaim that this is so, when so far as can be ascertained, there is no foundation in fact for the insinuation that pleuro-pneumonia exists in any part of Canada, and therefore the imputation of such is a very serious matter, and calculated to be injurious in its effects.

The unfortunate effect of the restrictions is that not only this season have no stockers come to any Scotch port, but also that the interdiction of course applies to milk cows as well. No doubt every effort is being made to have these restrictions removed, and all the influence which our Government can bring to learn upon the home Government is being used to have that most desirable purpose effected.

## Trade and Commerce.

As usual I received from the Clyde Trust, and otherwise, the following statistics respecting the general articles of import from British North America, and the tonnage of vessels for the past year :—

For the year ending 30th June, 1893 :—	
The tonnage of sailing vessels was.....	19,952
The tonnage of steam vessels was... ..	160,469
Total.....	180,421

As against the year ended 30th June, 1892 :—	
Sailing vessels.....	17,376
Steam vessels.....	142,914
Total.....	160,290

By the above figures it will be seen that the total amount of the tonnage is a good deal more than the year before.

I herewith insert a report which I made to Mr. Colmer on 2nd October, on the subject of honey, respecting its being made an article of trade between Canada and this country.

### CANADIAN HONEY.

In reply to yours of 28th ult. respecting Canadian honey I would beg to report as follows in accordance with the terms of yours.

I have called upon a number of people connected with the trade in it, and find a considerable variety of opinions expressed on the subject. All to whom I applied for information stated that there was a certain amount of honey from various parts which comes in an adulterated form, and it was impossible to quote prices for such, some of it being almost unsaleable. It is only to *pure honey* regarding which the quotations I hereafter make refer, and all dripped coming from other countries, none coming in the comb from them. So far as I can learn no Canadian honey of any description comes to this country.

From one firm I ascertained that the countries from which honey chiefly comes at present are Italy and Sicily, California, and Australia. They state that the mode of packing in most instances is in oblong tins soldered, about 56 lbs in each. There are two tins in a wooden case with a piece of wood in centre between the two tins."

The size of each tin is 14 inches long by 9¼ broad and 9¼ deep. There is a small lunghole at the top 1¼ inches in diameter with screw top and cork inside.

Italian and Sicilian honey they quoted at about 36s. per cwt. wholesale, and Californian at from 36s. to 40s. per cwt.

They draw the honey and put it in 1 lb. glass pots which sell wholesale at 6½ per lb. and retail 8½d. to 9d. per lb.

The Australian honey, they state, often comes in 1 lb. hermetically sealed tins which sell at 8d. to 9d. per lb. pure honey. Home honey they quoted at from 10d. to 1s. per lb. dripped in quantities, and in comb from 9d. to 9½ per lb.

Another firm stated that from their experience the countries from which honey comes chiefly at present are California, Australia, and New Zealand, good pure guaranteed honey. They state the same as the former firm in regard to the mode of packing, (but mentioned the weight of honey in the tins being from 56 to 60 lbs.) excepting that what arrives from New Zealand comes in wooden kegs of 28 and 56 lbs.

They quoted Californian and Australian honey at about 37s. per cwt. wholesale, and about 6d. per lb. retail. They stated New Zealand honey is of a brown colour, not unlike Heather honey, and the price wholesale about 30s. per cwt., retail about 6d. per lb.

In regard to Home honey in cases they quoted dripped flower at 7d. per lb. wholesale, and 10½ retail; heather honey 10d. to 11d. wholesale, and 1s. 2d. to 1s. 3d. retail. Home honey in the comb (which comes in boxes of from 1 lb. to 20 lbs.) they quoted flower wholesale, from 7d. to 10d. per lb., retail 10d. to 1s.; heather wholesale 10d. to 1s. and retail 1s. to 1s. 4d.

Of course they say honey is much cheaper than usual this year, and they also stated that large quantities of home honey are purchased by English tourists, besides what is sent by bee keepers to some of the best shops in London.

They informed me that they had an offer of Canadian honey this year but the quotation was too high.

Both the firms referred to said they could see no reason why honey should not be sent from Canada as well as the countries before referred to, if the quality was pure and first class, and the price asked for it reasonable.

I also saw a number of other people in regard to the matter, and their opinions were very similar to those I have referred to in this.

Should I hear anything further on the subject I will write you again.

The following are the articles imported to the Clyde during the year 1893, which I have prepared in a similar manner to former years :—

Article.	Quantity.	Article.	Quantity.
Flour, cwt.....	274,617	Machinery, cases.....	41
Wheat, cwt.....	826,391	Clover seed, bags.....	150
Indian corn, cwt.....	1,114,863	Beef, salted, boxes.....	1,390
Pease, cwt.....	189,593	Starch, boxes.....	70
Oatmeal, cwt.....	51,502	Butter tubs, empty.....	9,300
Oats, cwt.....	325,441	Asbestos, bags.....	916
Rye, cwt.....	93,702	Oil cake, bags.....	10,360
Barley, cwt.....	25,460	Hay, bales.....	40,381
Rice flour, bags.....	1,020	Eggs, cases.....	24,977
Hams and bacon boxes.....	7,955	Brooms, cases.....	72
Cheese, boxes.....	90,303	Bungs, barrels.....	14
Butter, packages.....	13,280	Canned fruits, cases.....	7,233
Canned meats, boxes.....	757	Leather, rolls.....	229
Spools, bags.....	38,920	Dry goods, cases.....	12
Apples, barrels.....	22,502	Axes, boxes.....	40
Skins, cured.....	34,567	Organs, boxes.....	85
Lobsters, cases.....	1,830	Knives, cases.....	60
Tallow and lard, hogsheads.....	3,572	Oxide Iron, barrels.....	396
Oil, casks.....	2,536	Potash, barrels.....	115
Timber, pieces.....	1,742,000	Maple sugar, cases.....	114
Agricultural implements, packages.....	512	Pulpwood, bundles.....	45,028
Fish, boxes.....	1,449	Tomatoes, cases.....	101
Paint, barrels.....	62	Flax, barrels.....	35
Barrel staves, cases.....	12,606	Grass seeds, sacks.....	40
Mattresses, cases.....	149	Extract, cases.....	120
Hair, barrels.....	80		

Many other articles of various descriptions were also sent over, but not in such quantities as to make it worth while specifying them.

All articles in the way of cereals have come much as usual, in wheat the Manitoban No. 1 hard, being in great demand; timber, cheese, butter and apples being considerably less in quantities. Other articles have come over in about the same quantities as in former years, with the exception that hay and eggs have arrived in very much increased volume. Lobsters, oil cake and canned fruits, it will be observed, also have come over in largely increased quantities.

Apples have been selling at very high prices comparatively, the quality, however, being frequently not up to the usual standard.

In respect to poultry the only consignment to Glasgow, as far as I can learn at the time of writing this, is one of about 2,000 turkeys.

I have the honour to be, sir,

Your obedient servant,

THOMAS GRAHAME,

*Canadian Government Agent.*

The Honourable  
The Minister of Trade and Commerce,  
Ottawa.

# Trade and Commerce.

## REPORT OF DUBLIN AGENT.

(MR. THOS. CONNOLLY.)

DUBLIN, IRELAND, 29th January, 1894.

SIR,—I have the honour to report for your information that although the season of 1893 has been the driest on record in Ireland, we have had a bountiful harvest, and the farmers all over the country are fairly prosperous.

The hay crop, which comprised 2,167,164 acres, was abundant; and if the early meadows were light the bulk of the hay crop in Ireland was a good average, and in many cases a heavy one. Still the prices ranged from £4 to £5 a ton, as a great deal of it had been shipped to England.

The wheat crop, which is scarcely noticeable, comprising only 54,988 acres, ripened well and sold at an average of 17s. 6d. per barrel of 20 stone.

There has been an increase of 22,116 acres in the area under oats which comprised 1,248,360 acres. The crop was excellent in quantity and quality and sold at an average of 13s. per barrel of 14 stone.

The area under barley was 168,788 acres, or 6,000 acres less than the year before. The yield was good, but the quality was scarcely up to the mark. Still the English brewers bought it up largely in the early part of the season and the prices ran up to 17s. 6d. per barrel of 16 stone. But the large importation of foreign barley brought down the average price to 14s. per barrel.

Potatoes and mangels were satisfactory crops, but owing to the draught the turnip crop was far below the average.

The area under flax was only 67,444 acres or  $4\frac{1}{2}$  per cent less than in the previous year. Therefore the manufacturers in the north of Ireland have to draw the bulk of their supplies from Russia and Belgium.

The Irish farmers now care very little for the cultivation of the land, and their chief reliance is on grass land for stock raising and dairying. Last week at Nobber in the County Meath 11 acres of grazing land let at £6 per acre, and 35 acres at £5 2s. per acre. The inference from these figures must be that the raising of sheep and cattle pays best in Ireland, as this land for tillage purposes would not rent at £2 an acre.

The returns of live stock show that at the end of June 1893 there were in Ireland 4,464,026 head of cattle, valued at £58,903,325, a decrease of 67,099 head from the previous year; sheep 4,421,593, a decrease of 406,184; pigs 1,152,365, an increase of 38,893; horses 643,763, an increase of 8,550, and poultry 16,096,685, an increase of 760,936.

Taking the year through store cattle and sheep have been a drug on the market, partly owing to the low prices of beef and mutton from the falling off in their consumption in England in consequence of the strike in the coal trade, and consequent stoppage of so many large works in the manufacturing districts. The exports of sheep and cattle from Ireland in 1893 were the largest on record for many years, in fact, sheep score the biggest number by thousands ever shipped from this Island. Swine and horses on the other hand show a less favourable return than for the last three or four years. The total shipments from Ireland were as follows:—Cattle 687,055; sheep 1,110,836; swine 460,657, and horses 30,520.

There has been a vast improvement in the trade of cattle and horses in Ireland during the last few years, chiefly through the agency of the Royal Dublin Society; and Irish butter is now in great demand in the English markets. The means afforded for acquiring a knowledge of improved dairy systems in Ireland are now within the reach

of all interested in agriculture. There are dairy schools at Glasnevin and Cork and provision is made for sending instructors to various districts.

There is an instructor for creameries and butter factories and an organization for developing co-operative dairying. The Irish butter season of 1893 opened favorably, but at the end of May a drought set in, the make fell off and prices rapidly advanced about 30s. per cwt. But in September the weather became cool and we had an open season for a longer period than usual. However prices continued high to the end of the grass make. The following are the prices which ruled in the Cork butter market at the close of December: Ordinary firsts 121s.; seconds 109s.; thirds 93s. per cwt. Mild cured, superfine, 121s.; fine 111s.; mild 98s. per cwt. Irish butter is now put on the market in neat and handy white packages which greatly enhance its sale, and Irish tinned butter, through its choice quality, has secured for itself a growing preference in some of the largest markets abroad and on the principal lines of foreign going vessels, especially those going to hot climates.

The raising of cattle and dairying are now the chief factors in Irish agriculture, and I believe that, when there is time for their herds to increase, the farmers of Manitoba and the North-West will find stock raising and dairying more profitable than the growing of wheat. No doubt, wheat will be raised on a large scale for many years to come, but land deprived of its virgin fertility by constant cropping with grain without the means of manuring can scarcely be cultivated profitably. I have seen dozens of farms in Minnesota deserted owing to the exhaustion of the soil. Therefore mixed farming becomes a necessity.

The following table will show the value of Canadian chief exports to the United Kingdom and the total value of similar imports into the United Kingdom in 1893:—

Article.	Exported by Canada to United Kingdom in 1893.	Imported by United Kingdom from all countries in 1893.
Timber and wood.....	£3,147,088	£14,318,657
Wheat.....	1,023,905	21,193,648
Wheat meal and flour.....	508,144	9,761,510
Cattle.....	1,465,018	6,262,761
Sheep.....	6,782	88,530
Cheese.....	2,575,893	5,160,918
Butter.....	194,806	12,754,233
Eggs.....	75,506	3,875,639
Fish.....	469,244	1,881,549
Bacon.....	495,166	8,479,815
Hams.....	172,148	2,890,252
Horses.....	72,054	376,954

This table shows that the chief exports from Canada to the United Kingdom comprise wood, cheese, cattle, wheat and fish. But in a vast agricultural country like Canada there is no reason why more butter, bacon and hams should not be produced, especially in the North-West where food is abundant and cheap and where long distances necessarily enhance the cost of transporting the raw products of the soil.

There is scarcely room for a trade in mutton when Australasia shipped last year 1,187,458 cwt., valued at £2,304,719. Of this, New Zealand alone sent 1,893,604 carcasses. In 1880 when this trade began, the total shipment from Australasia was 400 carcasses.

In 1893, the United States sent dead meat to the value of £3,295,559 out of a total of £3,830,599 imported into the United Kingdom.

This shows a falling of £911,547 as compared with 1892: but there was a falling off of £2,803,181 in the value of the live cattle imported from the United States, from which we must infer what the dead meat trade is on a sounder footing than the live cattle trade.



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Naturally enough, through the restrictions on landing, there has been a decrease of £112,732 in the value of the Canadian live cattle trade. But I am satisfied that if Canada had a dead meat trade in addition there would be an increase instead of a falling off. In a dead meat trade, the freight on land and sea would be reduced to a fixed minimum and with a fast line of steamers across the Atlantic, the saving of time and expense would be considerable. I am pleased to see that the Government are leaving no stone unturned to procure a fast line of steamers for Canada, for I am fully convinced until she has quick transit her trade and immigration must be handicapped. Besides new trades would spring up in connection with the slaughtering of the cattle which would give employment to Canadian workmen and an impulse to the leather trade in all its branches.

The trade of Ireland with Canada, I find, has noticeably increased year by year since I came here, but a large part of it is done through cross-channel ports. However nearly all the timber used here for building purposes, &c., came direct from Quebec and the Maritime Provinces, and beyond a doubt our lumber trade with Canada is more in proportion to population than that of Great Britain, which deals largely with the Baltic. During the year, the freight from Liverpool and other channel ports being very low, a great deal of Canadian products reach Ireland for consumption. Several consignments of oats and barley have been sold on the Dublin Corn exchange. All our hardware stores and seed shops are well supplied with Canadian agricultural implements and Canadian seeds of all kinds.

All our groceries are well stocked with Canadian cheese, bacon, hams and tinned salmon; and you can invariably get supplied with Canadian eggs and apples in our markets. At Christmas time we had a few Canadian turkeys, but they were looked upon as too large in size, in fact they were better suited for the manufacturing districts of England.

I have the honour to be, sir,  
Your obedient servant,

THOMAS CONNOLLY

The Honourable  
The Minister of Trade and Commerce,  
Ottawa.



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# REPORT

ON THE

# MISSION TO AUSTRALIA

BY

THE MINISTER OF TRADE AND COMMERCE

*PRINTED BY ORDER OF PARLIAMENT*



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER, TO THE QUEEN'S MOST  
EXCELLENT MAJESTY

1894

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# Mission to Australia.

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*To His Excellency the Right Honourable the Earl of Aberdeen, etc., etc., etc., Governor  
General of Canada, etc., etc., etc.*

MAY IT PLEASE YOUR EXCELLENCY :

The undersigned has the honour to present to Your Excellency the Report of his mission to Australia under authority of an Order in Council bearing date 7th September, 1893.

MACKENZIE BOWELL.

OTTAWA, 1st March, 1894.

Mission to Australia.

REPORT

ON THE

MISSION TO AUSTRALIA

BY THE

MINISTER OF TRADE AND COMMERCE

In the Session of 1889 an Act was passed by the Parliament of Canada authorizing a subsidy of £25,000 stg. per annum for a steamship service between Canada and Australia, in these terms:—

“The Governor in Council may grant to any individual or company a subsidy not exceeding the sum of twenty-five thousand pounds sterling per annum, to assist in establishing a fortnightly steamship service between British Columbia and the Australian Colonies and New Zealand, or such proportion thereof as is decided on by the Governor in Council to assist in establishing a monthly service with the said countries, —such subsidy to be granted for such term of years, not exceeding ten, and on such conditions as the Governor in Council considers expedient.” (52 Vic., chap. 2.)

In March, 1893, Mr. G. H. Hunter, of Messrs. C. S. Swan & Hunter, shipbuilders of Newcastle-on-Tyne, waited upon the Government and offered, on behalf of Mr. James Huddart, of Melbourne, Australia, to accept this subsidy for a line of steamers between Canada and Australia if the service were made monthly instead of fortnightly. He submitted plans and a model of the steamers “Miowera” and “Warrimoo,” and otherwise established the *bona fides* of the gentleman for whom he was negotiating. Parliament was then asked to revoke the subsidy of £25,000 stg. for a monthly service, and without dissent an amendment to the Act was passed (Vide 56 Vic., chap. 5), under which a provisional agreement was entered into between the Government and Mr. Hunter on behalf of Mr. Huddart for a three-years’ contract. In May following, the first steamer of the Canadian-Australian line, the “Miowera,” left Sydney for Vancouver. In the meantime the Parliament of New South Wales voted an annual subsidy of £10,000, and the other Colonial Governments were asked to grant substantial aid.

In July of the same year Mr. James Huddart came to Canada for the purpose of signing the contract which had been negotiated by Mr. Hunter. He urged, however, that the contract be extended to ten years, on the ground that it would take several years to develop trade over the new route and that a large outlay would be necessary to successfully establish the service for which there would be no immediate commensurate return. He offered in consideration of a ten-years’ term of contract, to build within three years a third steamer larger than the two already named, and to make the service three-weekly for a greater portion of the year. These reasons were considered valid by the Government and a contract for ten years, conditional on the building of a third steamer and the extension of the service to a three-weekly basis as proposed, was duly entered into.

A direct line of steamers having been secured, the Government deemed it important to take prompt and effective steps for the stimulation of closer trade relations

between Canada and Australia, and on the 7th September the following Order in Council was passed :—

“The Honourable Sir John Thompson, Prime Minister, recommends that the Minister of Trade and Commerce be requested to proceed to Australia as soon as possible to confer with the several Governments there with a view to promote the extension of trade between Australasia and Canada and also to confer with those Governments on the subject of a telegraph connecting Canada with Australia. The Committee on the same recommendation advise that Your Excellency be pleased to communicate by telegraph with the Governors of the several colonies of Australasia, announcing the mission of the Minister of Trade and Commerce in order that facilities may be furnished by the respective Governments for forwarding the business with which the Minister is charged.”

In pursuance of this order, I left Ottawa on the 7th September and arrived in Vancouver on the 12th following. Meetings were had with the Boards of Trade of Vancouver, New Westminster and Victoria respectively, and the problems of trade with Australia and the islands of the Southern Pacific were carefully discussed. On the morning of the 17th September, we sailed from Victoria on the R.M.S. “Warrimoo” for Sydney, N. S. W.

### HAWAIIAN ISLANDS.

The “Warrimoo” arrived at Honolulu early on the morning of the 24th September, and shortly after landing an audience was had with Major Wodehouse, British Minister. It being Sunday, and having regard to the disturbed state of affairs in the country, it was not deemed advisable to enter into a discussion of matters of trade either with the Provisional Government or representative merchants ; but to postpone action until my return.

Honolulu is the capital of the Hawaiian group of islands. The group comprises thirteen islands in all, and the population according to the census of 1890, the latest available data, aggregated 89,990, made up as follows :—

Natives . . . . .	34,436
Half-castes . . . . .	6,186
Chinese . . . . .	15,331
Hawaiian, born foreign parents . . . . .	7,495
Americans . . . . .	1,928
British . . . . .	1,344
Germans . . . . .	1,034
French . . . . .	70
Portuguese . . . . .	8,602
Japanese . . . . .	12,360
Norwegians . . . . .	227
Polynesians . . . . .	588
All others . . . . .	419
Total . . . . .	89,990

The trade of the islands, according to the last Hawaiian official report (1891) showed the imports to have been for that year \$7,438,582 and the exports \$10,107,315.

In order that Canadian producers and manufacturers may be placed in full possession of the character of the trade of these islands, thus enabling them to judge

## Mission to Australia.

in what particulars they can compete against other countries, the imports and exports are given as follows :—

### IMPORTS.

Articles.	Total Value.	Articles.	Total Value.
	\$ cts.		\$ cts.
Ale, porter, beer, cider.....	98,263 91	Matches.....	13,839 99
Animals and birds.....	114,929 34	Musical instruments.....	13,855 86
Building material.....	185,590 93	Naval stores.....	84,461 39
Clothing, hats, boots.....	405,711 85	Oils: cocoanut, kerosene, whale, &c.....	176,346 07
Coal and coke.....	10,783 54	Paints, paint oil and turpentine.....	71,536 88
Crockery, glassware, lamps and lamp fixtures.....	46,048 64	Perfumery and toilet articles.....	25,236 11
Drugs, surgical instruments and dental materials.....	63,372 26	Railroad material, rails, cars, &c.....	105,698 59
Dry goods—		Saddlery, carriages and materials.....	91,084 89
Cottons.....	293,041 61	Sheathing metal.....	3,526 95
Linsens.....	33,127 43	Shooks, bags and containers.....	157,942 14
Silks.....	29,376 96	Spirits.....	107,749 79
Woollens.....	144,755 55	Stationery and books.....	70,455 91
Mixtures.....	27,538 81	Tea.....	18,459 30
Fancy goods, millinery, &c.....	148,345 63	Tin, tinware and materials.....	9,269 73
Fish, dried and salt.....	102,073 65	Tobacco, cigars, &c.....	207,506 35
Flour.....	273,885 87	Wines, light.....	121,260 76
Fruits, fresh.....	12,602 27	Sundry merchandise not included in the above.....	165,717 02
Furniture.....	112,611 43	Charges on invoices.....	120,446 32
Grain and feed.....	464,709 46	25 per cent added to uncertified invoices.....	4,037 62
Groceries and provisions.....	629,355 70	<b>Total.....</b>	<b>6,456,254 09</b>
Guns and gun materials.....	10,398 72	Discounts, damaged and short.....	33,296 64
Gunpowder.....	11,151 51	<b>Total at Honolulu.....</b>	<b>6,422,957 45</b>
Hardware, agricultural implements and tools.....	316,105 38	do Kahului.....	214,200 74
Iron, steel, &c.....	69,609 30	do Hilo.....	183,212 74
Jewellery, plate, clocks.....	92,826 43	do Mahukona.....	65,154 77
Leather.....	40,711 05	Total goods free by civil code.....	553,057 57
Lumber.....	296,622 49	do Hawaiian Islands.....	7,438,582 65
Machinery.....	454,772 70		

The exports were :—

### EXPORTS.

Articles.	Value.	Articles.	Value.
	\$ cts.		\$ cts.
Sugar.....	9,550,537 80	Bones and horns.....	912 50
Rice.....	253,455 43	Buoy and castings.....	400 00
Bananas.....	179,501 00	Curios.....	150 00
Hides.....	64,032 11	Fruits.....	6,691 85
Wool.....	8,000 00	Groceries.....	394 80
Coffee.....	1,017 61	Koa planks.....	40 00
Molasses.....	4,721 40	Mangoes.....	200 00
Goat skins.....	3,212 15	Melons.....	700 00
Tallow.....	731 00	Oranges.....	50 00
Betel leaves.....	955 00	Pine apples.....	2,360 00
Sheep skins.....	889 50	Poi, taro, &c.....	65 00
Guano.....	13,306 00	Plants and seeds.....	150 00
Animals.....	384 00	Salt.....	28 00
Beef and pork.....	101 50	Sugar cane.....	228 00
Birds.....	25 00	Tierces.....	385 00
Bird skins.....	3,200 00	Vegetables.....	40 50
Boats.....	35 00	Sundries from Hilo and Mahukona.....	415 52
		<b>Total value.....</b>	<b>10,107,315 67</b>



The imports were from the following countries :—

	Total.	Per cent.
	\$ cts.	
United States .....	5,294,278 57	71·16
Great Britain .....	1,201,329 43	16·15
Germany .....	384,145 95	5·16
Australia and New Zealand .....	185,156 60	2·49
China .....	227,392 38	3·05
Japan .....	60,563 96	·82
France .....	21,665 96	·29
British Columbia .....	28,464 00	·38
Islands in the Pacific .....	10,168 69	·14
By whaleship .....	16,825 75	·23
All other .....	9,491 91	·13
Grand Total .....	7,439,482 65	100·00

It will be observed that the largest proportion of Hawaii's trade was done with the United States. This is not only the result of direct communication by steam and sailing vessels between Honolulu and San Francisco but has been stimulated by the reciprocity treaty of 1875 between the two countries, in which there is a clear discrimination in favour of the United States in many articles which Canada could export to the Islands. The following is the full text of the said treaty :—

#### HAWAIIAN RECIPROCITY TREATY.

*By the President of the United States of America :*

##### A PROCLAMATION.

Whereas a convention between the United States and His Majesty the King of the Hawaiian Islands, on the subject of commercial reciprocity, was concluded and signed by their respective plenipotentiaries, at the city of Washington, on the thirtieth day of January, one thousand eight hundred and seventy-five, which convention was amended by the contracting parties, is word for word as follows :—

The United States of America and His Majesty the King of the Hawaiian Islands, equally animated by the desire to strengthen and perpetuate the friendly relations which have heretofore uniformly existed between them, and to consolidate their commercial intercourse, have resolved to enter into a convention for commercial reciprocity. For this purpose the President of the United States has conferred full powers on Hamilton Fish, Secretary of State, and His Majesty the King of the Hawaiian Islands has conferred like powers on Honourable Elisha H. Allen, Chief Justice of the Supreme Court, Chancellor of the Kingdom, Member of the Privy Council of State His Majesty's Envoy Extraordinary and Minister Plenipotentiary to the United States of America, and Honourable Henry A. P. Carter, Member of the Privy Council of State, His Majesty's Special Commissioner to the United States of America.

And the said plenipotentiaries, after having exchanged their full powers which were found to be in due form, have agreed to the following articles :

*Article 1.*—For and in consideration of the rights and privileges granted by His Majesty the King of the Hawaiian Islands in the next succeeding article of this convention, and an equivalent therefor, the United States of America hereby agree to admit all articles named in the following schedule, the same being the growth and manufacture or produce of the Hawaiian Islands, into all the ports of the United States free of duty.

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*Schedule*—Arrow-root, castor oil, bananas, nuts, vegetables, dried and undried, preserved and unpreserved; hides and skins undressed: rice, pulu, seeds, plants, shrubs or trees; muscovado, brown and all other refined sugar, meaning hereby the grades of sugar heretofore commonly imported from the Hawaiian Islands and now known in the markets of San Francisco and Portland as "Sandwich Island Sugar"; syrups of sugar cane, melada and molasses, tallow.

*Article 2.*—For and in consideration of the rights and privileges granted by the United States of America in the preceding article of this convention, and an equivalent therefor, His Majesty the King of the Hawaiian Islands, hereby agrees to admit all the articles named in the following schedule, the same being the growth, manufacture, or produce of the United States of America, into all the ports of the Hawaiian Islands free of duty.

*Schedule.*—Agricultural implements; animals; beef, bacon, pork, ham, and all fresh, smoked or preserved meats; boots and shoes; grain; flour, meal and bran, bread and breadstuffs of all kinds; bricks, lime and cement; butter, cheese, lard, tallow, bullion; coal, cordage, naval stores including tar, pitch, rosin, turpentine raw and rectified; copper and composition sheathing; nails and bolts; cotton and manufactures of cotton bleached and unbleached, and whether or not coloured, stained, painted or printed; eggs; fish and oysters, and all other creatures living in the water, and the products thereof; fruits, nuts, and vegetables, green, dried or undried, preserved or unpreserved; hardware; hides, furs, skins and pelts, dressed or undressed; hoop iron, and rivets, nails, spikes and bolts, tacks, brads, or sprigs; ice; iron and steel and manufactures thereof; leather; lumber and timber of all kinds, round, hewed, sawed, and unmanufactured in whole or in part; doors, sashes, and blinds; machinery of all kinds, engines and parts thereof; oats and hay; paper, stationery and books, and all manufactures of paper or of paper and wood; petroleum and all oils for lubricating and illuminating purposes; plants, shrubs, trees, and seeds; rice; sugar, refined or unrefined; salt; soap; shooks, staves and headings; wool and manufactures of wool, other than ready-made clothing; wagons and carts for the purpose of agriculture or of drayage; wood and manufactures of wood, or of wood and metal except furniture either upholstered or carved and carriages; textile manufactures, made of combination of wool, cotton, silk or linen, or of any two or more of them other than when ready-made clothing; harness and all manufactures of leather; starch; and tobacco whether in leaf or unmanufactured.

*Article 3.*—The evidence that articles proposed to be admitted into the ports of the United States of America, or the ports of the Hawaiian Islands, free of duty, under the first and second articles of this convention, are the growth, manufacture, or produce of the United States of America or of the Hawaiian Islands, respectively, shall be established under such rules and regulations and conditions for the protection of the revenue as the two Governments may from time to time respectively prescribe.

*Article 4.*—No export duty or charges shall be imposed in the Hawaiian Islands, or in the United States, upon any of the articles proposed to be admitted into the ports of the United States, or the ports of the Hawaiian Islands, free of duty, under the first and second articles of this convention. It is agreed on the part of His Hawaiian Majesty, that, so long as this treaty shall remain in force, he will not lease or otherwise dispose of or create any lien upon any port, harbour, or other territory in his domains, or grant any special privileges or rights of use therein, to any other power, state or government, nor make any treaty by which any other nation shall obtain the same privileges, relative to the admission of any articles free of duty, hereby secured to the United States.

*Article 5.*—The present convention shall take effect as soon as it shall have been proved and proclaimed by His Majesty the King of the Hawaiian Islands, and shall have been ratified and duly proclaimed on the part of the Government of the United States but not until a law to carry it into operation shall have been passed by the Congress of the United States of America. Such assent having been given, and the ratifications of the convention having been exchanged as provided in article 6, the convention shall remain in force for seven years from the date at which it came into opera-

tion ; and further, until the expiration of twelve months after either of the high contracting parties being at liberty to give such notice to the other at the end of the said term of seven years, or at any time thereafter.

*Article 6.*—The present convention shall be duly ratified, and the ratifications exchanged at Washington City, within eighteen months of the date thereof, or earlier, it possible.

In faith whereof the respective plenipotentiaries of the high contracting parties have signed this convention, and have affixed thereto their respective seals.

Done in duplicate, at Washington, the thirtieth day of January, in the year of our Lord one thousand eight hundred and seventy-five.

(Seal)

HAMILTON FISH.

(Seal)

ELISHA H. ALLEN.

(Seal)

HENRY A. P. CARTER.

And whereas the said convention, as amended, has been duly ratified on both parts, and the respective ratifications were exchanged in this city on this day.

Now, therefore, be it known that I, Ulysses S. Grant, President of the United States of America, have caused the said convention to be made public, to the end that the same, and every clause and article thereof, may be observed and fulfilled with good faith by the United States and the citizens thereof.

In witness whereof I have hereunto set my hand, and caused the seal of the United States to be affixed.

Done at the city of Washington, this third day of June, in the year of our Lord one thousand eight hundred and seventy-five, and of the Independence of the United States, the ninety-ninth.

(Seal)

U. S. GRANT.

By the President,

HAMILTON FISH,

Secretary of State.

An Act to carry into effect a Convention between the United States of America and His Majesty the King of the Hawaiian Islands, signed on the thirtieth day of January, eighteen hundred and seventy-five.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that whenever the President of the United States shall receive satisfactory evidence that the legislature of the Hawaiian Islands, have passed laws on their part to give full effect to the provisions of the convention between the United States and His Majesty the King of the Hawaiian Islands, signed on the thirtieth day of January, eighteen hundred and seventy-five, he is hereby authorized to issue his proclamation declaring that he has such evidence ; and thereupon, from the date of such proclamation, the following articles being the growth and manufacture or produce of the Hawaiian Islands, to wit : arrow root, castor oil, bananas, nuts, vegetables, dried and undried, preserved and unpreserved ; hides and skins, undressed ; rice, pulu, seeds, plants, shrubs or trees ; muscovado, brown and all refined sugar, meaning hereby the grades of sugar heretofore commonly imported from the Hawaiian Islands, and now known in the markets of San Francisco and Portland as "Sandwich Island sugar" ; syrups of sugar-cane, melada, and molasses ; tallow shall be introduced into the United States free of duty so long as the said convention shall remain in force.

Approved August 15th, 1875.

It will be observed that this treaty gives to the United States exporters a substantial advantage over all other nations, and fully accounts for the excessive exportations from that country into the markets of the Hawaiian group of Islands. The provisions of the

## Mission to Australia.

Hawaiian tariff read in connection with the foregoing show in what particulars this advantage consists, and are as follows :—

### HAWAIIAN CUSTOMS TARIFF.

#### FREE IMPORTS BY CIVIL CODE.

- Animals, birds, bees, intended for improving the breeds.
- Bags and containers (old) returned, when accompanied by certificate of Hawaiian consul.
- Books printed in Hawaiian.
- Catechu (*See Tanning*) ; coals, copper sheathing and all descriptions of sheathing metal.
- Diplomatic Representatives—All goods imported for their private use and consumption.
- Fertilizers, natural or manufactured, and all material exclusively for the manufacture thereof.
- Foreign navies—All supplies when imported and used as such.
- Foreign whalers—Merchandise imported by them in accordance with the provisions of section 569 of the Civil Code.
- Gold and silver coins.
- Her Majesty—All goods or other articles imported for her use.
- Hawaiian Government—All goods or other articles imported for the use of the several departments of the Government.
- Hawaiian whalers—Oil, bone, fish or other products of the sea, being the catch of duly registered Hawaiian vessels.
- Household effects, old and in use, of persons arriving from abroad. Also the effects, not merchandise, of Hawaiian subjects dying abroad.
- Iron—All pig iron and plate iron of  $\frac{1}{8}$  of an inch in thickness and upwards.
- Models of invention, if not fitted for use.
- Oak bark (*See Tanning*).
- Oil, bone, etc. (*See Hawaiian Whalers*).
- Plants and seeds when not intended for sale.
- Phosphates when not intended for manufacture of fertilizing compounds.
- Philosophical, chemical and other apparatus for the use of schools and colleges.
- Returned cargo, being merchandise exported to a foreign country and brought back in the same condition as when exported, accompanied by certificate of Hawaiian consul.
- Specie (*See Gold and Silver Coins*).
- Specimens of botany, mineralogy, geology and other natural sciences imported for the use of schools and colleges.
- Tanning, certain material used in—Oak bark, catechu and other substances containing tannin.
- Tools of trade, professional books and implements in actual use of persons from abroad.
- Yellow metal (*See Copper*).

#### *Dutiable Imports.*

Alcohol and other spirits of the strength of alcohol . . . . .	\$10 00
Alcohol, provided that security be given that the same is intended for medicinal, mechanical or scientific purposes upon application in due form, to special licenses, per gallon . . . . .	1 00
Ale, porter, cider and fermented drinks, not otherwise provided for, per dozen reputed quarts . . . . .	40
per dozen reputed pints . . . . .	20
per gallon in bulk . . . . .	15
Ammunition and powder, not otherwise provided for, per cent ad valorem . . . . .	25
Bicycles, per cent ad valorem . . . . .	10
Bitters ( <i>See Brandy and wine</i> ).	

Brandied fruits (*See Brandy*).

Brandy, gin, rum, whisky, liqueurs, cordials, bitters, brandied fruits, perfumery, and other articles of merchandise, sweetened or mixed, containing alcohol or spirits, of the strength of thirty per cent or upwards and not exceeding fifty-five per cent of alcohol, per gallon (*)	\$3 00
Britannia ware, and fancy metal ware, per cent ad valorem	25
Candies, per cent ad valorem	25
Candles, per cent ad valorem	10
Carriages of all descriptions, per cent ad valorem	25
Clothing, ready-made, and wearing apparel of every description, made up in whole or in part, per cent ad valorem	10
Crockery and glassware of every description, per cent ad valorem	10
Cigars and cheroots ( <i>See Specific List</i> ).	
Cigarettes and all descriptions of paper cigars, per cent ad valorem	25
Coffee whether ground, prepared or not, per lb	07
Cordials ( <i>See Brandy and Wine</i> ).	
Drugs and medicines, patent and other, per cent ad valorem	10
Edgings, artificial flowers and fancy feathers, per cent ad valorem	25
Embroideries of all kinds, per cent ad valorem	25
Fans of all kinds, per cent ad valorem	25
Firearms, per cent ad valorem	25
Fire-works and fire crackers, per cent ad valorem	25
Furniture of all kinds, if upholstered or carved, manufactured in whole or in part, per cent ad valorem	10
Gimps for clothing, per cent ad valorem	10
Gloves and mitts not otherwise provided for, per cent ad valorem	25
Gin ( <i>See Brandy</i> ).	
Hats and caps not otherwise provided for, per cent ad valorem	10
Hooks and eyes, per cent ad valorem	10
Hoopskirts, per cent ad valorem	10
Insertions, laces and lace goods of all descriptions, per cent ad valorem	25
Jewellery, and all descriptions of metal, glass or stone beads, per cent ad valorem	25
Linens, and all manufactures of which flax, grass, cloth or similar material shall form the principal part, per cent ad valorem	10
Matches, of all kinds, per cent ad valorem	10
Millinery goods, beads, bonnets, buttons, corsets, collars, sleeves and cuffs, per cent ad valorem	10
Molasses and syrups of sugar, the product of any country with which this government has no existing treaty, per gallon	10
All other per cent ad valorem	10
Ornamental work of metal, stone, marble, plaster of Paris or alabaster, and all imitations thereof per cent ad valorem	10
Paintings, pictures, engravings, statuary, bronzes, per cent ad valorem	25
Peanut oil ( <i>See Specific List</i> ).	
Perfumery (other than which pays a spirit duty) powders; hair, tooth, nail, and other toilet brushes, per cent ad valorem	25
Peppermint ( <i>See Brandy</i> ).	
Pipes (smoking) and pipe stems, bowls and fixtures and cigar holders, per cent ad valorem	25
Playing cards, per cent ad valorem	10
Porter ( <i>See Ale</i> ).	
Powder (blasting), per cent ad valorem	10
Ribbons not otherwise provided for, per cent ad valorem	10
Rice cleaned, per lb	02½
in the husk, per lb	01½
All other, per cent ad valorem	10

\*Bill No. 201 now under consideration before the Legislature will change this rate to \$3.50 per gallon

## Mission to Australia.

Silks, satins and silk velvet, and all articles of which silk shall form the principal material, per cent ad valorem . . . . .	25
Sugar, raw, per lb . . . . .	02½
Silver-plate, plated ware or gilt ware, per cent ad valorem . . . . .	25
Soaps, per cent ad valorem . . . . .	10
Tea, per cent ad valorem . . . . .	10
Toys, per cent ad valorem . . . . .	10
Tobacco (except China) and all manufactures thereof, per cent ad valorem . . . . .	15
Watches and clocks, in whole or in part, per cent ad valorem . . . . .	10
Whisky ( <i>See</i> Brandy).	

Upon all other goods, wares and merchandise of whatever description imported into this Kingdom, there shall be levied, collected and paid a duty of ten per cent ad valorem, including all charges as per original invoice, except the following :—

### SPECIFIC LIST.

Bean oils and other China oils, per cent . . . . .	25
Camphor trunks, per nest of 2 . . . . .	\$1 00
Camphor trunks, per nest of 4 . . . . .	2 00
Camphor trunks (single) . . . . .	50
China boots and shoes, per pair . . . . .	25
China matting, per roll . . . . .	2 00
China slippers, per pair . . . . .	10
Cigars and cheroots per thousand . . . . .	10 00
Coffee, per lb . . . . .	06
Kid and all other leathers and skin gloves, per dozen pairs . . . . .	3 00
Peanut oil, per lb . . . . .	02½
Rice, cleaned, per lb . . . . .	02½
In husk, per lb . . . . .	01½
Sugars, raw . . . . .	02½
Wines :—Madeira, sherry, port, and all other wines, cordials and bitters, and all other articles of merchandise containing alcohol, or preserved in alcohol or spirits, above twenty-one per cent and below thirty per cent of alcoholic strength, unless otherwise provided for, per gallon . . . . .	2 00
Wines—Sparkling moselle and sparkling hock, per dozen reputed quarts. . . . .	4 00
Wines—Champagne, per dozen reputed pints . . . . .	3 00
Wines—Claret, Rhine wine and other light wines under twenty-one per cent of alcoholic strength, not otherwise provided for, per dozen reputed quarts. . . . .	40
Per dozen reputed pints . . . . .	20
Per gallon in bulk . . . . .	15

All invoices of merchandise, presented at any custom house of this kingdom for entry, must be accompanied by the certificate of the Hawaiian consul at the port of shipment, otherwise 25 per cent will be added to the original value, and the usual duties levied on the increased value thereof."

It may be inferred that the Hawaiians do not regard this as a satisfactory arrangement, since they speak of it in their official "Annual" as follows :—

"Hawaii's treaty relations with the United States are still considerably onesided against us, though hopes are entertained that a revision, upon a more equitable basis, will yet result in more of a free trade policy between the two countries. This would greatly strengthen existing enterprises, and encourage new ones. The recent change of party power in the United States, is thought, augurs well for Hawaii."

Notwithstanding the discrimination against Canada, our trade with Hawaii has steadily and satisfactorily increased since the establishment of the Canadian-Australian line, as the figures of the export trade show. For the six months ending 31st December, in each of the fiscal years indicated, the exports of Canada to Hawaii, were as follows:—

1891 .....	\$ 4,480
1892 .....	16,060
1893 .....	69,889

There is a demand in that country for considerable quantities of our lumber, and for general articles of merchandise. Thus far, each steamer going southward from Vancouver has carried a relatively large volume of freight for Honolulu, and north bound vessels have always secured cargo for Canada.

An analysis of the exports of the United States to Hawaii for the past three years in which Canada is interested, in the sense that it shows what that market takes from our neighbours—gives the following result:—

EXPORTS from the United States to the Hawaiian Islands.

Articles.	VALUES.		
	1891.	1892.	1893.
	\$	\$	\$
Agricultural implements .....	12,736	6,948	3,897
Animals .....	122,867	61,517	26,118
Books, pamphlets, maps, &c .....	18,667	17,239	15,661
Bread and breadstuffs—			
Bread and biscuit .....	40,518	41,217	36,157
Oats .....	29,947	25,458	27,537
Wheat .....	12,449	14,878	10,662
Wheat flour .....	248,042	296,908	198,262
All other .....	394,575	328,326	249,258
Carriages, carts and parts of .....	47,540	19,651	10,681
Chemicals, drugs, dyes and medicines .....	89,830	76,557	79,500
Coal .....	26,473	7,563	3,426
Copper and manufactures of .....	11,582	2,462	1,357
Cotton, manufactures of .....	312,636	256,813	241,790
Fish .....	148,112	125,506	107,630
Flax, hemp, &c., manufactures of .....	71,723	31,585	24,690
Fruits, including nuts .....	45,940	36,923	32,654
Glass and glassware .....	21,202	15,962	12,391
Gunpowder and other explosives .....	20,383	9,439	13,112
Hay .....	95,427	106,782	47,209
India-rubber, manufactures of .....	29,425	15,933	19,499
Iron and steel and manufactures of .....	762,896	433,616	222,162
Jewellery and manufactures of gold and silver, .....	39,556	24,275	5,636
Leather, manufactures of—			
Boots and shoes .....	118,939	81,430	62,170
All other .....	81,373	54,944	45,105
Lime and cement .....	31,304	27,042	18,913
Malt liquors .....	92,788	88,793	75,021
Musical instruments .....	8,372	4,470	3,357
Oils—			
Mineral .....	188,016	58,996	74,659
All other .....	11,575	7,952	7,042
Paints and painters' colours .....	36,935	29,501	25,767
Paper and stationery .....	66,506	59,860	53,058

## Mission to Australia.

### EXPORTS from the United States to the Hawaiian Islands—*Continued.*

Articles.	VALUES.		
	1891.	1892.	1893.
	\$	\$	\$
Provisions, including meats and dairy products—			
Bacon and hams.....	39,441	35,005	32,509
Beef.....	15,351	18,637	20,791
Butter and cheese.....	47,950	52,607	33,197
Lard.....	29,416	32,817	29,230
Pork.....	2,726	2,336	2,120
All other.....	50,454	41,250	27,005
Spirits— Whisky.....	48,330	51,017	45,818
Sugar, refined.....	104,156	26,937	17,850
Tobacco, manufactures of—			
Cigars.....	41,477	17,209	13,287
All other.....	137,366	143,145	158,673
Varnish.....	140	155	
Vegetables.....	63,921	42,073	33,782
Wine.....	105,322	93,927	78,434
Wood and manufactures of—			
Boards, deals, planks, joists and scantling.....	271,553	203,433	91,241
Shingles.....	23,066	21,114	7,051
Shooks, staves and headings.....	7,188	4,402	4,265
Hogsheads and barrels, empty.....	320	100	150
Household furniture.....	86,179	54,428	51,230
All other.....	125,691	75,536	43,996
Wool, manufactures of.....	57,816	48,320	29,630
All other articles.....	441,314	286,034	242,653
Total exports of merchandise.....	5,107,212	3,781,628	2,717,338
Total domestic merchandise.....	4,935,911	3,662,018	2,827,663
Total foreign merchandise.....	171,301	119,610	110,325
Exports of—			
Gold.....	925,120	600,000	815,310
Silver.....	2,150	1,000	1,000

A close study of the foregoing figures will indicate to Canadian producers and manufacturers the articles in which they may trade profitably with Hawaii.

On my return from Australia I again visited Honolulu and while there had a conference with the Chamber of Commerce in the course of which I explained the object of my mission. On the previous day I had met Mr. Dole, President of the Provisional Government, and Mr. Smith, the Attorney General, and at their suggestion consented to remain over for the specific purpose of meeting the Chamber of Commerce. Mr. Dole had offered to have that body called together if I could arrange the delay of the steamer, and assured me that the Chamber would cheerfully listen to whatever might be said concerning trade and cable connection with Canada. The steamer was detained twenty-four hours, and in pursuance of the invitation given by Mr. President Dole and Attorney General Smith, I met the Chamber of Commerce on Monday morning, 4th December.

The meeting was well attended by representative business men of the city, and in addition to these, Mr. Dole, the president of the Provisional Government, and Mr. Damon, the Finance Minister, were present.



In addressing the Chamber, I pointed out at the outset that I was there solely to discuss trade and cable connection between Canada and Hawaii and nothing else. It was explained that Canada was desirous of extending her trade to the fullest possible extent, and in pursuance of that policy a line of steamers had been subsidized and established between Vancouver and Sydney. A brief history of the steps which led to this action was given, and the interest which Hawaii had in the matter alluded to, as the steamers of the Canadian-Australian line would call regularly at Honolulu on the outward and inward voyage, thus providing facilities for trade between the Hawaiian Islands and the Dominion of Canada. It was suggested that Hawaii should grant assistance to the line in some form so as to secure its permanency, and that such assistance would be an incentive to those who desired to extend the trade of the islands. Following upon the establishment of a line of steamers came the necessity for cable connection. It was pointed out that a market for many of the Hawaiian products could be found in British Columbia and the great North-west of Canada, as well as in the Eastern Provinces, and that there was much which Canada had to export that should find ready sale in Hawaii. Some of these articles were named. The trade would have to be begun and carried on, however, with a careful regard for the needs of each country and the demand for high quality. Reference was made to the discrimination against Canada and in favour of the United States, which was created by the reciprocity treaty with the latter country, now in force, and in conclusion the hope was expressed that Hawaii might be represented at the proposed conference in Canada, where the questions of trade and cable communication could be fully considered.

After some discussion a committee, consisting of Messrs. Theo. H. Davies, Charles M. Cooke and H. F. Glade, was appointed to consider the matters brought before them and report to a general meeting of the Chamber. That committee met and reported, a copy of which report was forwarded to me in due course and is as follows :—

HONOLULU, H. I., January 31st, 1894.

To F. A. SCHAEFER, Esq.,  
Vice President Honolulu Chamber of Commerce,  
Honolulu, H. I.

SIR,—The committee appointed to report on the subjects which Mr. Mackenzie Bowell introduced in his address to the Chamber on Monday, December 4th, have carefully considered the questions so ably laid before them, and beg to make the following report.

The committee are very sensible of the great advantages which this community must derive from any traffic which brings us into direct connection with the various important countries which are touched by the Pacific Ocean. The special subject of the present report is the trade which may be developed between Canada on the north and Australia on the south by means of cable and steam communication.

Several schemes have been suggested during recent years for bringing Honolulu into telegraphic union with the world; and it is not of very material importance to Hawaii whether the connection shall be made by one line or another. Undoubtedly the San Francisco connection would be preferable, because that is the point where our chief commerce is, and always will be, maintained; but the committee are of opinion that every possible facility should be given by the Hawaiian Government to any country that will introduce a trans-Pacific cable to our shores. We are confident that the necessity for speedy communication with the naval and mercantile steamers that frequent our ports will compel governments as well as private owners to inaugurate a cable service for their own convenience and protection; and the committee do not consider that this service will be hastened or retarded by any action that can be taken here. We therefore confine ourselves to the recommendation that this Government shall express its desire to facilitate, in every possible way, the creation of cable communication across the Pacific Ocean.

With regard to the subject of steam service between our shores and the Canadian and Australian Empires, the committee are of opinion that a very important development of our trade must follow the inauguration of such a service. The tropical products of our islands already find a large market in the North-west Territory of the United States, and with proper facilities we could send to the Canadian markets of British Columbia all the sugar, coffee, rice, fruits, etc., that they could dispose of. For the present nearly the whole of our sugars are under contract to be shipped to San Francisco,

## Mission to 'Australia.

and therefore are not available for shipment to any other market, but it is not improbable that an arrangement could be made between the San Francisco and Vancouver refineries whereby the latter could receive its supplies from Honolulu, and so restrict the importation of raw sugar to the Pacific Coast by discontinuing importations from Manila.

In order to do this it would be necessary that the Canadian tariff be modified so as to admit ordinary Hawaiian sugars free. At present our sugars are practically driven out of Canadian markets because of their high colour, and Manila sugars are admitted free because of their darker colour.

The short experience we have had of the Canadian-Australian line of steamers enables us to express our confidence in the future of the trade it will bring to our shores. The contrast between the climate and scenery of British Columbia, and those of Hawaii, will induce a great interchange of visitors, and gradually open up an important passenger traffic, which cannot fail to be beneficial to both countries.

The Committee are deeply impressed with the importance of giving every encouragement to this, and all other steam lines which make connections with this port; and they recommend that the Government be requested to extend all freedom of port charges, that is in their power, to the steamers so coming.

The Committee feel that they cannot omit an expression of sympathy with the owners in the disaster to the "Miwera," and the consequent disarrangement of the line, and they also desire to express their sense of the energy and determination which so soon supplied the deficiency.

Mr. Mackenzie Bowell expressed a hope that a representative of Hawaii should be present at the Conference to be held in Canada early in 1894, for consideration of trade and cable connections over the route alluded to; and the Committee consider that it is very desirable that such a representative should attend on behalf, either of the Government, or of this Chamber, in order to explain or discuss any points, that might be of special value to this country.

We are sir, yours faithfully,

THEO. H. DAVIES,  
CHAS. M. COOKE,  
H. F. GLADE.

HONOLULU, 2nd of January, 1894.

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## NEW SOUTH WALES.

On the morning following our arrival at Sydney, N.S.W., communication was had with the Premier, Sir George Dibbs, who was asked to name an hour when it would be convenient to grant an interview. His answer was a personal call in company with several members of his Government, when he and his colleagues gave assurance of the great interest which his Government felt in my mission. Arrangements were made for a meeting on the following day (October 11th) at which we might talk over all matters connected with trade between Canada and Australia. In pursuance of this arrangement I met Sir George Dibbs at 11 a.m. on the 11th, and the interview lasted for more than two hours. Several members of the Government were present and questions of trade and cable communication were fully discussed.

At this interview it was intimated that the Government desired me to see and judge of some of the resources of the colony. Accordingly, on the 13th, in company with Attorney General Barton, and Hon. H. Copeland, Minister of Lands, the Paramatta district, where fruit raising is the chief industry, was visited. The oranges and lemons were found to be of such a quality as to ensure a ready market in Canada, at good prices, provided their carriage across the Canadian continent in cool cars could be secured, after proper attention had been given to the sorting and packing by the exporters. This is important, as the first shipment to Canada was made without regard to these conditions, and was, therefore, not as successful as it might have been. The land upon which these oranges are grown commands a very high price, but the returns are proportionate. In this district the supply seldom exceeds the demand; but there is practically no limit to the possibilities of production.

Soon after my arrival in Sydney I met the Chamber of Commerce of that city, and discussed with its members the exchange of products between Canada and Australia, and was much gratified to observe how keenly alive they were to the subject.

Two days later the great coaling centre at Newcastle was visited, where business men manifested a strong desire for closer trade relations between Australia and Canada, as important parts of the British Empire.

On the afternoon of the same day, the fertile agricultural country, known as the Hunter River District, lying around the town of Maitland, was visited. This is probably, the most productive portion of that section of Australia, farming methods coming nearer to those followed in Canada, than anywhere else in the colony.

New South Wales is the oldest of the Australian Colonies, having been first settled in 1788, and has now a population of 1,197,050 as compared with 503,981 in 1871. Its resources are rich and varied, but sheep constitute the basis of its wealth. In 1891 the number of sheep aggregated 61,831,416, or nearly half of the entire number in all the Australasian Colonies. Its mineral possessions, particularly in gold, silver and tin, are very valuable and represent a considerable item in the annual exports.

The trade of the colony has been large for many years, as the following table shows:—

Year.	Imports.	Exports.	Total.
	£	£	£
1882 .....	21,467,899	17,677,355	39,145,254
1883 .....	21,522,841	20,262,273	41,785,114
1884 .....	23,160,916	18,577,290	41,738,206
1885 .....	23,737,461	16,650,107	40,487,568
1886 .....	21,313,127	15,717,937	37,031,064
1887 .....	19,171,317	18,521,750	37,693,067
1888 .....	21,229,277	20,920,130	42,149,407
1889 .....	22,863,057	23,294,934	46,157,991
1890 .....	22,615,004	22,045,937	44,660,941
1891 .....	25,383,397	25,944,020	51,327,417
1892 .....	20,776,526	21,972,247	42,748,773

## Mission to Australia.

The foregoing show that the consumption of imported goods is relatively large. Taking the imports for 1892, the following items have been selected from the list as being of interest to Canadian exporters and to which the rates of duty are added:—

Articles.	Value.	Rate of Duty.
	£	
Acids, acetic .....	3,516	2s. 6d. per gal.
All other .....	4,377	10 p.c.
Aerated and mineral waters .....	3,026	1s. doz. qts.
Agricultural implements .....	66,740	Reapers and binders, free, others 10 p.c.
Alkalis .....	23,632	Free.
Apparel, wearing .....	1,146,998	10 p.c.
Arms, ammunition, explosives, &c.—		
Guns .....	27,433	do
Other firearms .....	5,440	do
Cartridges, caps, etc .....	30,302	do
Shot .....	7,202	5s. cwt.
Blasting compounds .....	74,460	1d. per lb.
Powder, sporting .....	15,115	3d. per lb.
Asbestos .....	1,290	Free.
Asphalt .....	4,281	10 p.c.
Bags and sacks .....	54,116	Free.
Baking powders .....	4,051	1d. per lb.
Bark, tanning .....	21,688	Free.
Baskets and basketware .....	9,363	do
Bêche de mer .....	3,107	do
Bicycles .....	11,737	10 p.c.
Billiard tables and materials .....	4,062	15 p.c.
Biscuits .....	2,955	2d. per lb.
Blacking .....	7,662	10 p.c.
Blankets .....	53,866	do
Boots and shoes .....	455,767	do
Brassware .....	20,190	do
Brushware .....	28,855	do
Butter .....	37,623	2d. per lb.
Candles .....	74,306	1½d. per lb.
Canvas .....	32,399	Free.
Carpets .....	54,281	15 p.c.
Carriages .....	13,893	do
Carriage makers materials .....	53,436	10 p.c.
Carts and wagons .....	3,284	15 p.c.
Cement .....	113,434	2s. per bbl.
Cheese .....	5,112	2d. per lb.
Chemical products (various) .....	38,840	10 p.c. and free.
Chocolate, prepared .....	46,509	4d. per lb.
Colours, (dry), etc. ....	9,962	1s. 6d. per cwt.
Confectionery .....	25,128	2d. per lb.
Cordage and rope .....	40,069	3s. per cwt.
Drapery .....	2,086,141	Cotton in piece, free, others 10 p.c.
Drugs, and apothecary's ware .....	171,273	Crude, free.
Earthenware and china .....	99,064	Earthenware, 10 p.c., china, 15 p.c.
Fish, fresh .....	4,148	Free.
preserved .....	82,528	1d. per lb.
Flax and hemp .....	10,206	Free.
Floorcloth and oilcloth .....	70,882	10 p.c.
Fruits, green (not bananas or pines) dried and candied .....	137,133	1s. per bush.
.....	106,215	2d. per lb.
Furniture .....	101,806	10 p.c.
Gas fittings .....	29,065	do
Glassware .....	46,493	do
Gloves .....	102,413	15 p.c.
Glucose, liquid and syrup .....	4,466	3s. 4d. per cwt.
Solid .....	1,068	5s. per cwt.
Grain, barley .....	8,103	10d. per cental.
Barley, prepared .....	501	1d. per lb.
Beans .....	1,467	10d. per cental.
Bran .....	43,159	1s. per cental.
Flour .....	509,785	1s. per cental.

Article.	Value.	Rate of Duty.
Grain—		
Maize .....	44,379	10d. per cental.
Maizena and corn flour .....	1,451	1d. per lb.
Oats .....	148,566	10d. per cental.
Oatmeal .....	27,389	2s. per cwt.
Pease, dried and split .....	7,023	10d. per cental.
Wheat .....	189,513	10d. per cental.
Hardware .....	634,689	10 p. c.
Hats and caps .....	183,373	10 p. c.
Hay and chaff .....	246,605	6d. per cwt.
Honey .....	1,454	1d. per lb.
Instruments—Pianos .....	72,127	15 p. c.
Organs .....	8,644	15 p. c.
All others .....	13,824	15 p. c.
Whisky .....	194,439	14s. per gal.
Iron and steel—Pig .....	25,772	6d. per cwt.
Scrap and old .....	3,444	Free.
Bedsteads .....	55,738	10 p. c.
Pipes .....	105,228	Free.
Other castings .....	17,842	10 p. c.
Bar, rod, plate and sheet .....	150,872	Free.
Bolts, nuts, &c .....	43,300	2s. per cwt.
Safes and doors .....	5,753	10 p. c.
Tanks .....	13,731	10 p. c.
Chains, various .....	2,997	10 p. c.
over $\frac{1}{2}$ inch .....	2,304	Free.
other wrought .....	49,838	10 p. c.
Wire, not galvanized .....	191,255	Free.
Nails .....	24,979	10 p. c.
Galvanized sheets and bars .....	265,018	2s. per cwt.
manufactures .....	25,234	3s. per cwt.
wire .....	22,543	2s. per cwt.
and black wire netting .....	71,988	1s. 6d. gal., 10 p. c. black.
Jams and jellies .....	40,635	2d. per lb.
Jewellery .....	74,876	15 p. c.
Lampware .....	17,402	10 p. c.
Leather .....	56,980	10 p. c.
Machinery .....	308,911	10 p. c.
Machines, sewing .....	36,035	Free.
weighing .....	4,747	10 p. c.
Malt .....	100,993	Free.
Matches .....	58,281	Free.
Mats and matting .....	7,937	10 p. c.
Mattresses .....	1,312	10 p. c.
Meat—bacon and hams .....	34,349	2d. per lb.
Milk—condensed .....	70,629	1d. per lb.
Pickles and sauces .....	66,446	1s. per qt.
Oil, linseed .....	36,746	Free.
Painters' materials .....	10,246	10 p. c.
Paints and colours in oil .....	72,976	3s. per cwt.
Paper—		
Printing and newspaper .....	146,685	Free.
Brown and wrapping .....	27,169	3s. per cwt.
Writing .....	43,800	Plain, free; fancy, 10 p. c.
Bags, plain .....	9,038	7s. 6d. per cwt.
Perambulators .....	4,293	10 p. c.
Photographic materials .....	15,057	10 p. c.
Plaster and plaster of Paris .....	2,320	2s. per brl.
Printers' materials .....	13,226	10 p. c. and free.
Portmanteaus, travelling bags .....	12,229	15 p. c.
Railway plant .....	346,755	Free.
Saddlers' ware .....	66,807	Free and 10 p. c.
Saddlery and harness .....	45,809	10 p. c.
Salt, in bags .....	41,447	1s. per cwt.
Rock .....	11,728	Free.
Sausage skins .....	12,361	10 p. c.
Silver plate and plated ware .....	57,073	15 p. c.
Slates, roofing .....	16,107	10 p. c.
Slabs .....	2,522	Free.
Soap, toilet .....	15,944	2s. per lb.
Other .....	25,002	3s. per cwt.

## Mission to Australia.

Articles.	Value.	Rate of Duty.
	£	
Timber, dressed.....	55,700	3s. per 100 ft.
Rough.....	357,048	1s. 6d. per 100 ft.
Doors.....	18,046	2s. each.
Shooks and staves.....	1,078	1s. 6d. per 100 ft., 3s. dressed.
Sashes.....	831	2s. each.
Laths.....	3,065	9d. per 1,000.
Palings.....	773	1s. per 1,000.
Shingles.....	929	do
Tinware.....	16,711	10 p.c.
Tobacco, manufactured.....	98,211	3s. per lb.
Cigars.....	97,807	6s. do
Cigarettes.....	25,125	6s. do
Toys and fancy goods.....	138,573	10 p.c.
Upholstery.....	25,685	10 p.c.

On the 18th November, the day of my departure from Australia for Canada, a luncheon was given by the Government in the harbour at which some four hundred distinguished public and business men sat down. Hon. Sir George Dibbs, the Premier, presided. In the speeches that were made, the desire of New South Wales for the closest possible commercial relations with Canada was clearly stated.

### QUEENSLAND.

On the 17th October the borders of Queensland were reached, and at Wallingarra it was found that the Government had arranged for seeing as much of the resources of the colony as possible within the time available. During that day we passed through what is known as the Darling Downs, an exceedingly rich tract of country, having a soil of heavy black loam, and by evening reached the town of Toowoomba. This is the centre of an extensive fruit growing and sheep raising district.

On the 18th the sheep station of Jondaryan was visited and the process of sheep shearing witnessed. An idea of the extent of this industry may be formed when it is known that this particular station is 25 by 15 miles in extent, though lying in the centre of the settled portions of the colony, and maintains 130,000 sheep.

At eight o'clock p.m., the city of Brisbane was reached. Brisbane is a city of about 45,000 population, and is the seat of government. On the following morning at the invitation of the Premier, Sir Thomas McIlwraith, His Excellency the Governor, (Sir Henry Norman) the members of the Government and a large number of distinguished citizens were met on board the steamer "Lucinda." At luncheon speeches were made and assurances given of the interest felt by the Government of Queensland in the matter of extending trade with Canada, and the laying of a direct Pacific cable. Sir Thomas McIlwraith was outspoken in his approval of the cable scheme, which was particularly gratifying in view of the fact that Queensland had but lately subsidized the new French cable to New Caledonia, which action he publicly assured us would not in any way interfere with the greater and more important matter of a direct British cable between Canada and Australia.

On the 20th, a visit was made to the town of Gympie. This place has a population of 10,000. Quartz gold mining is its principal industry. It was here that the first discovery of gold in Queensland was made in 1867, although the mining then was wholly limited to the washing of alluvial.

On the 21st, the sugar-cane district lying immediately around the town of Bundaburg was visited. Representative producers intimated their interest in the new Canadian-Australian line as affording them a prospective outlet for raw sugar, molasses, rum and fruits for which that portion of Queensland is noted. There are 50,000 acres planted in sugar-cane in the colony, which industry is comparatively in its infancy. In 1891 the production of raw sugar reached 51,219 tons. The capabilities of Queensland in this respect are very great.

On the 23rd, an interview of considerable length was had with Sir Thomas McIlwraith, at which the purposes of my mission were fully discussed. He intimated his desire to visit Canada and personally investigate trade possibilities between the two colonies. A few days later it was learned that he had decided to leave at once for this country, by way of Japan.

Queensland became a separate colony in 1859 and had a population at the census of 1891 of 421,297. Its products are varied and consist principally of cattle, sheep, gold, wool, tallow, sugar, molasses, rum, oranges, lemons, pineapples, kangaroo skins, hides, oysters, canned beef, pearls, opals, &c. In 1892 the imports of the colony amounted to £4,382,657 of which the following were leading items:—

Article.	Value.	Rate of Duty.
	£	
Agricultural implements.....	4,123	Free.
Apparel and slops.....	227,305	25 p.c.
Bags and sacks.....	49,075	25 p.c.
Biscuits.....	1,872	2d. per lb.
Blankets.....	20,541	25 p.c.
Boats.....	481	25 p.c.
Boiler tubes.....	2,355	Free.
Boots and shoes.....	94,378	12s. to 33s. per doz. prs.
Boot uppers.....	1,759	18s. per doz. prs.
Brushware.....	8,911	25 p.c.
Canvas.....	8,692	5 p.c.
Carpeting and druggeting.....	2,375	15 p.c.
Carriages.....	972	£30 each.
Carts and wagons.....	48	15 p.c.
Carriage and cart material.....	4,009	25 p.c.
do do free.....	5,870	Free.
do shafts, spokes, rims, &c.....	1,451	5 p.c.
Cement.....	6,220	2s. per brl.
Chloride of lime.....	4,500	15 p.c.
Confectionery.....	3,885	4d. per lb.
Cordage and rope.....	4,659	8s. per cwt.
Cotton—waste.....	2,150	15 p.c.
Wicks.....	40	15 p.c.
Piece goods.....	165,371	5 p.c.
Drapery and haberdashery.....	145,409	25 p.c.
Earthenware.....	9,228	25 p.c.
Fancy goods.....	24,232	25 p.c.
Fish—		
Sardines.....	3,175	2s. per doz.
Lobsters.....	909	2s. per doz. lbs.
Oysters.....	1,209	do
Salmon.....	2,705	do
Other.....	6,602	do
Salted and dried.....	5,213	1d. per lb.

## Mission to Australia.

Articles.	Value.	Rate of Duty.
	£	
Flannel.....	11,441	15 p.c.
Fruit, bottled quarts.....	8,271	3s. per doz. qts.
do pints.....	1,906	1s. 6d. per doz. pts.
dried.....	7,066	3d. per lb.
Furniture.....	23,077	25 p.c.
Furs.....	101	15 p.c.
Grain and pulse—		
Barley (malting).....	20	1s. 6d. per bush.
do (pearl).....	122	1d. per lb.
Beans and pease.....	319	1s. per bush.
Malt.....	32,995	4s. 6d. per bush.
Oats.....	12,169	8d. per bush.
Rye.....	2	15 p.c.
Split pease.....	446	1d. per lb.
Wheat.....	1	4d. per bush.
Hardware and ironmongery.....	78,593	25 p.c.
Hats, caps and bonnets.....	43,129	25 p.c.
Holloware.....	5,516	25 p.c.
Hose, India rubber and canvas.....	284	15 p.c.
Instruments, musical (organ).....	3,636	Free.
Instruments, musical.....	18,547	25 p.c.
Iron—		
Bar and rod.....	20,224	Free.
Castings.....	55	3s. per cwt.
Galvanized.....	89,008	2s. do
Hoop.....	5,270	Free.
Joists (dutiable).....	435	25 p.c.
do (free).....	210	Free.
Pig.....	4,088	Free.
Pipes.....	22,575	2s. per cwt.
do (malleable).....	4,619	Free.
Plate.....	5,303	do
do (boiler).....	782	do
Scrap.....	446	do
Sheet.....	1,789	do
Wire.....	44,310	2s. per cwt.
do (galvanized).....	11,023	do
Ironware (galvanized).....	7,801	25 p.c.
Metal tubing.....	247	15 p.c.
Leather.....	10,718	4d. per lb.
Machinery and engines—		
Quartz.....	10,344	25 p.c.
Flour and milling.....	140	15 p.c.
Lathes, drilling, &c.....	77	15 p.c.
Engines, portable.....	7,180	Free.
Tubing for artesian wells.....	27,732	do
All other (dutiable).....	36,268	25 p.c.
All other (free).....	3,603	Free.
Matches and vestas.....	22,681	25 p.c.
do and safety.....	519	Free.
Milk (condensed).....	18,106	2d. per lb.
Oil, cod.....	560	6d. per gall.
Cod liver (in case) pint.....	265	2s. per doz. pints.
do (bulk).....	44	1s. per gall.
Kerosene.....	28,347	6d. do
Linseed.....	8,830	1s. do
Mineral (undescribed).....	6,621	6d. do
Oilmen's stores—		
Pickles (½ pint).....	171	1s. per doz. ½ pints.
Sauces (quarts).....	478	2s. per doz. pints.
do (pints).....	4,104	do
do (smaller sizes).....	9,219	do
Paints and leads.....	18,217	3s. per cwt.
Paper—		
Writing (cut).....	1,067	2d. per lb.
Demy and over.....	7,367	Free.
All other.....	27,329	5 p.c.
Bags (printed).....	156	12s. 6d. per cwt.
do (not printed).....	2,490	6s. per cwt.
Plated ware.....	8,440	25 p.c.



Articles.	Value.	Rate of Duty.
	£	
Preserves (jams and jellies).....	13,494	2s. per doz. lbs.
Provisions—		
Mess pork.....	8	1d. per lb.
Bacon.....	428	3d. per lb.
Hams.....	3,138	do
Meat preserved (other than salted).....	2,623	4s. per doz. lbs.
Salt.....	11,802	Free.
Sewing machines.....	9,497	do
Soap.....	3,098	10s. per cwt.
do (fancy and toilet).....	1,485	3d. per lb.
Spirits—		
Geneva.....	10,246	14s. per. gall.
Methylated.....	21	5s. do
Whisky.....	69,302	14s. do
All other.....	8,751	14s. do
Stationery.....	28,146	25 p.c.
Stone, grind.....	294	25 p.c.
Timber—		
Ash (in plank).....	47	5 p.c.
American oak.....	81	5 p.c.
Beech (log).....	33	1s. 6d. per 100 sq. ft.
Cedar (log).....	24	do
do over 96 inches.....	4	do
do under 96 inches.....	4	3s. per 100 ft.
Hardwood (log).....	20	1s. 6d. per 100 ft.
do (96 inches and over).....	40	do
do (under 96 inches).....	133	3s. per 100 ft.
Logs and piles.....	225	18 s. 6d. per 100 ft.
Palings.....	3	15 p.c.
Pine (log).....	30	1s. 6d. per 100 ft.
do (96 inches and over).....	184	do
do (under 96 inches).....	215	3s. per 100 ft.
Redwood do.....	24	do
Shingles.....	21	25 p.c.
Staves and heads (in shooks and loose staves).....	1,002	25 p.c.
Spars.....	18	1s. 6d. per 100 ft.
Miscellaneous (96 inches and over).....	17	do
do (under 96 inches).....	852	3s. per 100 ft.
Tobacco, cigars.....	15,776	6s. per lb.
Tools (dutiable).....	1,264	25 p.c.
Axes.....	6,717	Free.
Spades, forks and shovels.....	3,016	do
All others free.....		
Twine.....	5,286	1½d. per lb.
Varnish.....	3,355	25 p.c.
Woodenware.....	2,710	25 p.c.
Woollen piece goods.....	80,521	15 p.c.

The countries which supplied the principal portion of these imports were:—

United Kingdom.....	£2,049,359
Germany.....	37,547
United States.....	97,845
France.....	6,487
Belgium.....	3,250
South America.....	19,678
China.....	5,230

The other Australian colonies supplied £1,848,492, and Canada's share is put down at £114, only.

# Mission to Australia.

## VICTORIA.

On the 28th of October, Melbourne, in the Colony of Victoria, was reached. Melbourne is a metropolitan and beautiful city of 450,000 inhabitants. It presents the appearance of vast wealth, and is a great wool centre. We were met at the station by a deputation of Canadians, many of whom had gone there at the time of the gold excitement in 1852 and with the energy characteristic of their countrymen, had made their mark. They spoke of the warm desire on the part of the Victorian people to open up trade with Canada.

By appointment an interview was had with the premier, Hon. J. B. Patterson, on Monday the 30th. Mr. Patterson evidenced the utmost cordiality, and gave assurance of his and his Government's sympathy with every reasonable effort to bring Canada and the Australian Colonies into closer trade relationship. The colony of Victoria had not subsidized the new Canadian-Australian line, and hence the vessels do not make Melbourne a port of call. Melbourne is some 600 miles by sea from Sydney, the present Australian terminus of the Canadian-Australian line.

On 1st November, in pursuance of arrangements previously made, the Melbourne Chamber of Commerce was met and the question of trade between Canada and Australia was discussed at some length. The deepest interest was manifested by commercial men present, and, subsequently, the Premier announced his entire approval of the efforts being put forth to build up trade between the two countries, which he thought would best be accomplished by steamers calling at Melbourne, particularly as it would materially affect the trade of Victoria. The Chamber volunteered a hearty and active co-operation.

During our stay in Melbourne the large wool warehouses were visited, where the great staple product of the colonies is handled and marketed.

Interviews with many leading public men revealed a sincere desire to see Canada and the Australian Colonies drawn closer together in bonds of trade and mutual interest.

Victoria was founded as a colony for settlement in 1834, but was not given a constitution until 1855. It has a population of 1,167,329 according to the census of 1891, and is a prosperous and wealthy colony. The production of high class wool is the leading industry, while gold mining ranks next in importance. The wool clip of 1892 had a value of £3,792,938, and the gold reached the high figure of £2,305,596.

Since the discovery of gold in 1851 the output of this colony has amounted to the total of £229,787,892; or 66 per cent of all gold mined in the seven colonies. Victoria is also rich in pastoral possessions and in the production of dried fruits and light wines. Being wealthy and not an extensive manufacturing colony she imports heavily, notwithstanding a high tariff. In 1892 her foreign trade stood as follows:—

Imports .....	£17,174,545
Exports .....	11,410,808

The following items from her list of imports are of interest to Canada :

Articles.	Value.	Rate of Duty.
	£	
Aerated and mineral waters.....	1,154	10 p. c.
Alkali, soda ash.....	8,152	Free.
Apparel and slops, woollen.....	93,668	35, 45 and 50 p. c.
do N. O. E.....	242,345	25 and 35 p. c.
Detonators.....	1,474	Free.
Dynamite.....	4,516	4d. per lb.
Bags and sacks.....	153,672	Free.
Beer—		
Bottled.....	192,499	1s. 6d. per gall.
Draught.....	20,369	1s. per gall.
Lager.....	9,308	1s. 6d. per gall.
Biscuits, fancy.....	327	2d. per lb.
Blacking.....	4,884	25 p. c.
Boots and shoes.....	79,833	Free to 60s. per doz. pair.
Brassware.....	14,565	Free to 45 p. c.
Brushware and brooms, hair.....	10,846	35 p. c.
do other.....	562	35 p. c.
Candles.....	18,740	2d. per lb.
Carpeting and drugging.....	59,812	25 p. c.
Carriages and carts—		
Barouches.....	1,080	£50 each.
Hansom cabs.....	381	£20 do
Express wagons.....	175	£15 do
Dog carts.....	521	£10 do
All without springs.....	569	20 p. c.
Bicycles and perambulators.....	18,503	25 p. c.
Unenumerated.....	3,842	25 p. c.
Cement.....	78,490	Free.
do since July.....	22,489	1s. per cwt
Confectionery.....	15,608	2d. per lb.
Copper.....	2,191	Free.
do ore.....	11	do
do sheet.....	8,937	do
do wire.....	4,144	do
Cordage—		
Coir.....	117	5s. per cwt.
Engine packing.....	4,088	12s. do
Hempen.....	3,072	12s. do
White lines.....	2,246	12s. do
Iron, galvanized.....	497	Free.
Steel.....	32,262	do
Unserviceable.....	1,245	do
Cotton—		
Piece goods.....	693,177	do
Manufactures of.....	48,918	do
Waste.....	8,681	do
Wick.....	3,107	do
Earthenware.....	46,195	8d. per cubic ft.
Engines		
Portable.....	9,866	25 p. c.
Steam.....	8,944	35 p. c.
Traction.....	7,053	Free.
Fancy goods.....	41,205	10 p. c.
Fish—		
Fresh.....	5,715	Free.
Preserved.....	65,321	2d. per lb.
Salted.....	21,940	5s. per cwt.
Shell.....	18,577	Free.
Flax.....	6,129	do
Fruit, bottled and canned.....	3,385	3s. per doz.
Furniture and upholstery.....	47,491	40 p. c.
Furs—		
Dressed.....	4,020	2d. per lb.
Hatter's.....	1,761	25 p. c.
Undressed.....	366	Free.
Glue.....	4,227	2d. per lb.
do liquid.....	801	20 p. c.

## Mission to Australia.

Article.	Value.	Rate of Duty.
Grain—	£	
Flour.....	17,999	5s. per cental.
Oatmeal.....	213	9s. do
Peas, split.....	249	5s. do
Hardware and ironmongery.....	116,213	Free.
Implements, agricultural.....	32,884	20 p. c.
India-rubber goods.....	56,333	Free.
Instruments, musical.....		
Organs.....	6,090	£3 each.
Pianofortes, grand.....	1,578	£15 do
do upright.....	64,208	£5 do
Iron—		
Grates and stoves.....	2,431	35 p. c.
Pipes, cast.....	14,915	£3 per ton.
do wrought.....	59,022	Free.
Jams and jellies.....	5,507	3d. per lb.
Leather—		
Calf.....	3,225	6d. do
Cut into shapes.....	572	45 p. c.
Imitation.....	3,597	Free.
Kid, calf kid, &c.....	34,477	do
Other.....	42,364	6d. per lb.
do.....	7,164	Free.
Patent.....	326	6d. per lb.
Leatherware.....	20,140	45 p. c.
Machinery, agricultural.....	21,303	Free.
do cream separators.....	13,212	do
do other.....	91,326	35 p. c.
do do.....	11,062	Free.
Machines, sewing.....	44,255	do
Manufactures of metal.....	99,566	45 p. c.
do baths, &c.....	18,173	35 p. c.
Manures.....	3,390	Free.
Matches and vestas—		
In metal boxes.....	857	1s. 3d. per gross.
In paper do.....	45,218	1s. do
In wooden boxes.....	990	6d. do
Safety.....	8,897	Free.
Meats—		
Bacon.....	301	2d. per lb.
Ham.....	3,057	do
Milk, preserved.....	25,880	do
Oil—		
Kerosene.....	92,320	Free.
Linseed.....	32,724	6d. per gall.
Lubricating.....	20,575	Free.
Paints and colours—		
Mixed ready for use.....	9,359	80s. per ton.
Ground in oil.....	49,637	40s. do
Dry colours.....	14,920	Free.
Paper—		
Bags.....	1,121	15s. per cwt.
Cardboard.....	5,994	4s. do
Writing, cut.....	2,301	2d. per gal.
Printing.....	171,175	Free.
Wrapping.....	9,343	6s. per cwt.
Writing, uncut.....	46,221	Free.
Plaster of Paris.....	2,173	1s. per cwt.
Sausage skins.....	13,433	Free.
Soap, toilet.....	17,786	4d. per lb.
common.....	364	2d. do
Spirits, whisky, bottled.....	113,850	12s. per gall.
do bulk.....	97,609	do
Starch.....	6,828	2d. per lb.
Stones, grind.....	800	Free.
Slates, roofing.....	10,156	do
do slabs.....	3,559	35 p. c.
Timber—		
Bent and finished.....	79	35 p. c.
Board, flooring.....	165,490	1s. 6d. per 100 ft.
do lining.....	8,006	do

Articles.	Value.	Rate of Duty.
	£	
Timber— <i>Con.</i>		
Board, weather.....	1,334	1s. 1d. per 100 ft.
Cut into shapes.....	1,513	6d. per cubic ft.
Timber—deals.....	2,594	Free.
hardwood.....	8,461	3s. per 100 ft.
laths.....	2,401	5s. per 1,000 ft.
logs.....	14,326	Free.
mouldings, 3-in. and over.....	1,418	7s. per 100 ft.
mouldings, under 3-in.....	8,718	4s. per 100 ft.
Oregon.....	37,342	1s. 6d. to 5s. per 100 ft.
other.....	17,441	4s. per 100 ft.
palings.....	544	9d. per 100.
pickets, undressed.....	2,913	6d. per 100.
shingles.....	93	9d. per 1,000 ft.
spars and piles.....	8,052	Free.
spokes and felloes, not hickory.....	781	6d. per 100 ft.
spokes and felloes of hickory.....	337	Free.
staves, rough.....	3,125	Free.
undressed, all other.....	138,180	Free.
unenumerated.....	2,338	Free.
doors and sashes.....	639	5s. to 7s. 6d. each.
Tobacco, manufactured.....	142,968	3s. per lb.
cigars.....	89,170	6s. per lb.
cigarettes.....	18,797	6s. per lb.
Twine and lines.....	4,648	2½d. per lb.
reaper and binder.....	2,462	8s. per cwt.
unenumerated.....	9,445	Free.
Varnish.....	20,686	2s. per gal.
Vegetables, bottled.....	1,858	3s. per doz.
Woollen piece goods.....	608,749	30 p. c. to 45 p. c.
blankets.....	35,882	35 p. c.

NOTE.—Recent legislation imposes a primage duty one per cent on all imports in which Canada might be interested.

### SOUTH AUSTRALIA.

On the 2nd November the colony of South Australia was visited. On arriving at Adelaide, the capital, a deputation consisting of the Lieutenant-Governor, Chief Justice Way (who had that day assumed the functions of office on the departure of Lord Kintore on six months' leave of absence), the Premier (Hon. C. C. Kingston), Ministers of the Crown, and prominent citizens, were at the station, all evincing the interest they felt in the matter of closer trade relations with the Dominion of Canada.

In the afternoon of the same day, pursuant to arrangement, I met the Chamber of Commerce and spent some time in presenting the purposes of my mission. There was a large attendance and the discussion which followed showed a genuine desire for trade connection with Canada.

On the 3rd of November an interview with the Premier and Ministry was held, at which a careful review of trade possibilities was made.

South Australia became a colony, with a responsible government, in 1856, and now has a population of 336,702. The vessels of the Canadian-Australian line do not come any nearer than Sydney, but connection with Adelaide is had by rail and coasting steamers. Adelaide is one of the last ports of call for the steamers of the large lines bound for England, France and other foreign countries.

The trade of the colony in 1891 stood :

Imports.....	£ 9,950,542
Exports.....	10,512,049

## Mission to Australia.

It is worthy of remark that but £4,685,313 of the total exports were the actual produce of South Australia. The main items under this head were: wool, gold, copper, bark, flour, wheat, jams and jellies, leather, skins, olive oil, tallow and wine. The production of light wines and olive oil are growing industries, while dairy products find a large sale in the adjoining colonies.

The imports of the colony are relatively large and general. In 1891 the following were leading items in the list:—

Article.	Value.	Duty.
	£	
Agricultural implements.....	14,827	15 p.c.
Plough and scarifier shares.....	1,470	15 p.c.
Apparel and slops.....	179,759	25 p.c.
Male clothing.....	24,090	15 p.c.
Bacon and hams.....	8,618	4d. per lb.
Bags.....	87,407	Free.
Bedsteads.....	6,922	25 p.c.
Beer in bottles.....	63,786	1s. per gall.
Beer in bulk.....	2,696	1s. per gall.
Biscuits.....	14,904	15 p.c.
Boilers, steam.....	6,630	25 p.c.
Boots and shoes.....	95,058	
Canvas.....	15,043	Free.
Carpeting.....	19,182	15 p.c.
Carriages and carts.....	254	£10 each.
express wagons.....	214	£15 each.
hansoms.....	95	£20 each.
omnibuses, etc.....	100	£40 each.
barouches.....	60	£50 each.
unenumerated.....	16,964	25 p.c.
Confectionery.....	9,614	3d. per lb.
Cotton piece goods.....	252,269	Free.
Doors—1½ in. and under.....	2,098	5s. each.
over 1½ in. and under 1¾ in.....	40	7s. 6d. each.
1¾ in. and over.....	79	10s. each.
Drapery—enumerated.....	191,166	15 p.c.
unenumerated.....	62,537	25 p.c.
other.....	74,796	Free.
Drugs and chemicals.....	31,281	10 p.c.
Drugs and chemicals.....	15,822	Free.
Earthenware—enumerated.....	611	20 p.c.
unenumerated.....	23,938	15 p.c.
Engines and parts.....	17,215	25 p.c.
portable and traction.....	2,001	Free.
Fish—dried and salted.....	2,877	1d. per lb.
paste.....	692	2d. per lb.
preserved.....	14,877	2d. per lb.
in pickle or brine.....	1,537	10 p.c.
sardines.....	8,084	1d. per lb.
Furniture.....	39,298	25 p.c.
Grates, stoves and ovens.....	6,059	25 p.c.
Hardware and ironmongery.....	29,454	Free.
Holloware.....	6,362	Free.
Hosiery—knitted.....	22,524	20 p.c.
unenumerated.....	61,766	10 p.c.
India-rubber goods.....	4,324	Free.
Musical instruments.....	2,954	15 p.c.
Pianofortes.....	23,688	15 p.c.
Unenumerated.....	5,600	10 p.c.
Iron—bar and rod.....	50,191	Free.
fencing, galvanized and steel.....	2,512	Free.
galvanized, corrugated.....	87,553	30s. per ton.
Jams, jellies and preserves.....	5,879	3d. per lb.
Leather—patent and fancy.....	16,220	Free.
unenumerated.....	7,063	15 p.c.
Machinery.....	8,015	25 p.c.
unenumerated.....	60,255	20 p.c.
free.....	8,327	Free.

Article.	Value.	Duty.
	£	
Malt.....	21,860	2s. 6d. per bushel.
Manufactures of metal.....	78,420	25 p.c.
Meat, preserved.....	5,020	2d. per lb.
Medicines, patent.....	27,495	20 p.c.
Milk, preserved.....	14,067	1d. per lb.
Oil—cod in bulk.....	2,578	Free.
kerosene.....	34,099	3d. per gall.
linseed.....	8,120	6d. per gall.
seal and whale.....	613	Free.
unenumerated.....	6,641	6d. per gall.
Paints.....	14,599	2s. per cwt.
mixed.....	3,029	4s. per cwt.
Paper—printing.....	53,170	Free.
wrapping.....	13,056	3s. 4d. per cwt.
Safes, iron.....	462	25 p.c.
Salt.....	2,595	25s. per ton.
Sewing machines.....	20,279	Free.
Soap.....	1,126	1d. per lb.
fancy.....	3,596	4d. per lb.
Spirits, whiskey, in bottle.....	48,119	14s. per proof gall.
Stationery—manufactured.....	27,862	25 p.c.
free.....	12,562	Free.
Stones, grind.....	981	Free.
Tinware.....	3,634	25 p.c.
Tweeds and cloths.....	63,800	15 p.c.
Twines and cords.....	3,863	2d. per lb.
Varnish.....	5,740	6d. per gall.
Vegetables, preserved.....	1,463	2d. per lb.
Wood—Boards.....	34,280	1s. 6d. per 100 sup. ft.
Deals and battens.....	60,178	2s. 6d. per load.
Laths.....	275	1s. per 1,000.
Palings.....	5,806	6d. per 100.
Skirtings.....	11	7s. per 100 lin. ft.
Spars and quartering.....	93,733	2s. 6d. per load.
Staves, in rough, number.....	3,643	Free.
Other.....	151,372	Free.
Woodware.....	18,942	25 p.c.
Woollen dress piece goods.....	93,591	10 p.c.
Woollen and flannel piece goods.....	41,828	15 p.c.

Of the total import trade, £5,960,886 is from the other colonies; £2,876,548 from the United Kingdom; £322,224 from Germany; £319,005 from the United States; £103,855 from India; £46,635 from Norway and Sweden; £31,644 from Belgium, and £32,839 from Canada. The imports from Canada were almost wholly of timber and lumber, largely used in building docks and in the mining districts.

### THE OTHER COLONIES.

It was found impracticable within the time at my command to visit the remaining colonies—New Zealand, Tasmania and Western Australia. Tasmania has a population of 153,144.

Western Australia was only given representative government in 1890, and has a population of 58,674. Its trade is comparatively small.

## Mission to Australia.

### NEW ZEALAND.

New Zealand has a population of 650,435. She exports largely of dairy products to the other colonies, and she is also a large exporter of frozen mutton to Great Britain, and produces a surplus of coarse grains. She sends a considerable quantity of bacon and hams over to the Australian continent, although not sufficient to meet the entire demand. The climate of the southernmost island is something like that of Canada, and the products are also similar.

Her trade for the past four years was as follows:—

	Imports.	Exports.
1890 .....	£5,980,583	£9,569,316
1891 .....	6,431,101	9,560,859
1892 .....	6,742,544	9,490,920
1893 .....	6,911,515	8,985,364

The principal countries with which this business was done, were, in 1893, with the amounts, as follows:—

	Imports From.	Exports to.
United Kingdom .....	£4,481,955	£7,036,515
Australia .....	1,371,842	1,260,661
United States .....	379,378	496,548
Fiji .....	143,315	54,725

Canada is set down as having exported to New Zealand £2,433, and imported from that colony, £108. The exports from Canada consisted almost wholly of agricultural implements.

In order that Canadian producers may know something of the consuming capacity of New Zealand, her imports for 1893, with the rates of duty, are appended:

Article.	Value.	Duty.
	£	
Agricultural implements .....	6,184	Free.
Apparel and slops .....	355,905	25 p.c.
Bags and sacks .....	881	20 p.c.
Beer—		
In bottles .....	55,986	½ per gall.
In bulk .....	1,197	¼ per gall.
Boots and shoes .....	133,768	20 p.c.
do .....	7,645	Free.
Brassware .....	3,369	20 p.c.
Brushware and brooms—		
Brooms, house .....	2,198	20 p.c.
Brushes, toilet .....	1,393	20 p.c.
Other kinds .....	7,773	20 p.c.
Materials for .....	3,882	Free.
Candles .....	37,474	2d per lb.
Carpeting and druggeting .....	40,459	15 p.c.
Carriages and carts—		
Carriages .....	2,180	20 p.c.
Carts and wagons .....	562	20 p.c.
Perambulators .....	305	20 p.c.
Bicycles .....	4,515	20 p.c.
Materials for .....	24,781	Free.
Cement .....	41,338	2s per brl.
Cotton piece goods—		
Calicos, white and grey .....	150,256	Free.
Coloured cotton shirtings .....	54,750	Free.
Unenumerated .....	151,289	10 p.c.
Doors .....	66	2s each.
Drapery .....	275,082	20 p.c.



Article.	Value.	Duty.
	£	
Druggists' wares .....	33,644	15 p.c.
do .....	14,302	Free.
Earthenware .....	46,839	20 p.c.
Fancy goods .....	78,796	20 p.c.
Felt, sheathing .....	3,043	Free.
Fish—		
Dried, pickled and salted.....	1,838	10s per cwt.
Potted and preserved.....	22,387	2d per lb.
Flour .....	120	1s per cental.
Fruits—		
Bottled and preserved.....	3,990	20 p.c.
Dried.....	9,863	2d per lb.
Fresh.....	47,554	Free.
Furniture and upholstery .....	26,690	25 p.c.
do .....	3,799	Free.
Haberdashery .....	15,018	20 p.c.
do .....	44,962	Free.
Hardware and ironmongery .....	157,370	20 p.c.
do .....	4,278	15 p.c.
do .....	9,599	Free.
Axes and hatchets.....	9,025	Free.
Spades, shovels, &c.....	11,024	Free.
India-rubber goods.....	307	20 p.c.
do .....	3,680	Free.
Instruments, musical—		
Organs.....	3,285	20 p.c.
Pianos .....	43,669	20 p.c.
Unenumerated.....	9,684	15 p.c.
Jams, jellies and preserves.....	4,900	2d per lb.
Leather.....	68,638	1d to 6d per lb.
do manufactures of.....	8,513	20 p.c.
Machinery, agricultural.....	76,897	Free.
Machine, sewing .....	20,774	Free.
Malt.....	444	2s per bush.
Matches, wooden.....	1,822	Various.
Medicines, patent.....	38,144	20 p.c.
Milk, preserved.....	20,753	20 p.c.
Oil, kerosene.....	51,556	6d per gall.
linseed.....	20,104	6d per gall.
Paints in colours—		
Ground in oil.....	32,849	2s per cwt.
Ready for use.....	2,399	4s per cwt.
Unenumerated.....	5,958	Free.
Paper—		
Printing.....	67,037	Free.
Wrapping.....	2,576	4s per cwt.
do .....	6,965	5s per cwt.
Pickles .....	3,018	2s per doz.
Platedware.....	11,309	20 p.c.
Electroplated.....	8,026	20 p.c.
Pumps .....	1,521	20 p.c.
Saddlery and harness.....	3,814	15 p.c.
do .....	23,286	20 p.c.
Salt—		
Coarse.....	18,441	10s per ton.
Fine.....	13,559	10s per ton.
Seeds, grass and clover.....	84,325	Free.
Soap—		
Common.....	391	5s per cwt.
Fancy.....	10,156	25 p.c.
Spirits, whiskey.....	82,807	15s per gall.
Timber—		
Deals.....	342	2s per 100 ft.
Logs .....	3,321	Free.
Logs, hewn.....	13,991	Free.
Palings .....	828	2s per 100 ft.
Sawn, undressed.....	10,964	2s per 100 ft.
do dressed.....	414	4s per 100 ft.
Shafts, spokes, &c., rough.....	7,491	Free.
do do dressed.....	387	15 p.c.

## Mission to Australia.

Articles.	Value.	Rate of Duty.
	£	
Timber— <i>Con.</i>		
Shafts, and bent work .....	1,141	15 p.c.
Unenumerated .....	1,176	Free.
Tobacco—		
Cigars .....	23,290	7s per lb.
Manufactured .....	76,338	3s 6d per lb.
Cigarettes .....	19,186	7s per lb.
Varnish .....	13,967	1s 6d per lb.
Vegetables, preserved .....	316	20 p.c.
Woodenware .....	11,048	15 p.c.
Woollen piece goods .....	183,771	20 p.c.
do blankets .....	20,502	20 p.c.

On the 8th November I had the honour of an interview with the Governor of New Zealand, in Melbourne, and during the course of a long and pleasant conversation the objects of my visit to the colonies were fully explained to him. He evinced a deep interest in the matter, and assured me he would communicate the information to his Premier, the Hon. R. J. Seddon. I also exchanged a number of cablegrams with Hon. Mr. Seddon, and wrote him at considerable length, urging his co-operation and assistance.

### FIJI ISLAND.

On the return voyage, the "Arawa" called at Suva, the capital of Fiji; but owing to the prevalence of measles in Sidney, *pratique* was refused by the health officer. Measles is as much dreaded in this colony as cholera in Europe, it having destroyed nearly one-third of the entire population in 1875, and is still the most feared of diseases. The vessel lay in the harbour during the entire afternoon, and communication was had by letter with His Excellency the Governor, Sir J. B. Thurston.

Shortly after our arrival the following letter was brought on board :—

GOVERNMENT HOUSE, FIJI, 24th November, 1893.

MY DEAR SIR,—It is a great disappointment to me that I am deprived of the pleasure of seeing you in consequence of the necessity of quarantine.

This necessity will, I apprehend, be over by the end of next month and may not recur for years.

It is nearly twenty years since we had a position like the present, and I think we may look forward to a long future immunity. I trust you received my note in reply to yours.

If upon your return to office you can cause such maps and reports of your Government to be sent to me, as may be useful, I shall be greatly obliged to you.

I am ready to light up the eastern approach to the group at any moment, but am anxious to confer, if possible, with the officer in command of the ship performing the new mail service.

A steam service between San Francisco to Sydney and Auckland was in existence during 1873-4-5-6, and made the colony the entrepôt. They entered and left by Nanuka passage in the north-east part of the group. We had a light then on the south end of the long reef on the north side of the passage at a place marked Nanuka Levu. I think the north-eastern islet in the group—Ngele Levu—a better spot.

I remember that, on returning from the north, the ship of the former service kept east of the Phoenix Group and then picked up Ninatu on Wallis Island. Both these places are high (1,500 feet.) From a position south of the former islands, or west of the latter to the passage, is only a few days' run.

I do not know the name of your Commander. Would you kindly say for me that I hope to have the pleasure of seeing him on his return. If we can represent ourselves next year at Ontario we will, and I may be able to go over the line before then personally.

Pray command me if I can be of any use to you.

Very faithfully yours,

JOHN B. THURSTON.

To this a hurried note of reply was sent, but by the return mail I wrote to the Governor as follows:—

ON BOARD R. M. S. "ARAWA," 28th November, 1893.

Hon. Sir J. B. THURSTON,  
Governor, etc.,  
Suva, Fiji.

MY DEAR GOVERNOR,—Your note of the 24th inst. was handed to me on board the steamer while lying in quarantine. I need scarcely say that my disappointment at not seeing you was very great. I was in hopes that the ship's clean bill of health and our complete immunity from sickness after six days at sea, would have warranted you in relaxing the rigid quarantine being exercised, but when I consider the fearful havoc which measles created among your population some years ago, I cannot be surprised at the strictness of your regulations. In our northern clime measles is among the commonest of infantile diseases, and is rarely followed by serious results. I have no doubt the ignorance of the natives as to the proper treatment of the disease caused so many deaths. Let me hope that the fear now felt may be soon removed and communication with your colony from Sydney, by means of the Canadian-Australian service, become thoroughly established.

I shall, upon my return to Ottawa have much pleasure in sending to you such reports, maps and public documents as may afford you general information in relation to Canada.

I note what you say in reference to the lighting of the eastern approach to the group of islands through which it is necessary to sail in order to reach Suva. I laid your letter before Capt. Stuart, who commands the ss. "Arawa," and after giving the matter a good deal of study he has come to the conclusion that there should be a light on Mumbolithe reef. This, he says, might be a small and inexpensive light, or gas buoy, which would enable them to take the nearest route from Suva to the eastern passage. The entrance to the Nanuku passage from the north-east, he is of the opinion can best be made by placing a strong light on Weilangilala Island. This, it will be observed, on reference to the chart, would enable a vessel coming from the north-east to make that light some distance from the passage. Then the route from that light to Mumbolithe reef would be direct and easy to navigate.

Capt. Stuart took special note of your suggestion respecting a light on Ngele Levu.

He believes such a light would be of great benefit; but in that event a light would also be needed for safe navigation at the southern point of Nanuku Levu or on the Island of Weilangilala. The latter he thinks preferable, and if it were a strong light would of itself answer all purposes.

This, however, is a matter which the captain will discuss with you in detail upon his return voyage, should he be fortunate enough to have the pleasure of meeting you.

The route which you indicate as travelled by yourself when coming from the north-east, was taken by the captain on his voyage to Honolulu, running closely to one of the islands in the Phoenix Group named, I believe, Sydney.

After giving the matter of trade connection between the Australian Colonies and Canada full consideration, I have reached the conclusion that the proper route to be taken by the steamer from Sydney to Vancouver is *via* Fiji and the Hawaiian Islands,

## Mission to Australia.

with a subsidiary line connecting New Zealand with the Canadian-Australian steamers at Suva. Looking at the distance to be travelled, it seems impracticable, unless with a greater number of steamers, to make New Zealand a port of call, or for the vessels to go as far north as Keppel Bay in Queensland. If the steamers were to go from Suva to New Zealand and thence to Sydney, it might deprive your colony of advantages to be had from a quick mail and trade connection with Australia. If you concur in this view, I trust you will take an early opportunity to impress it upon those interested.

In relation to the Pacific cable—respecting which I have already written to you—I may say that I look upon it as essential to the success of any trade connections that may be formed between the Colonies and Canada. You will excuse me if I point out to you the importance of strongly urging this view upon the British Government, showing to them that unless cable connection is established along the route already indicated, the commercial development of Fiji will be seriously retarded. It seems to me that with steamship and cable connection, the trade of your colony would be placed in a promising and prosperous position. For instance, so far as I can learn, the sugar producing capabilities of your islands are such as to justify the hope of a very large trade in the future; but, it must be remembered that as a rule the sugar refiners of Canada make their purchases after receiving cable offers as to price and facilities for shipment.

In discussing this matter with the sugar-refiners of Vancouver, they stated most emphatically that no additional trade in the raw product could be done with the Sandwich Islands, or any other portion of the world, without cable communication.

As you may be aware, there is no duty upon raw sugar brought into Canada which grades under 14, Dutch standard. This of itself affords an opening for the development of the sugar industry in your islands, if you had the means of communication to which I have referred.

It is unnecessary that I should enlarge upon this question at this time, as I am fully convinced you will appreciate the character and importance of what has been said. I have some hopes that the interview which Mr. Sanford Fleming has gone to have with the Imperial authorities upon the subject of the Pacific cable, may do some good.

While I am aware that it is their policy to give no direct subsidies for cables, assistance might be lent by them in sending out steamers for the purpose of making the necessary surveys and in laying the cable when arrangements for that work have been made. You will at once see the importance of making a favourable impression on the British authorities. The influence of the present combination is very strong, and, therefore, great efforts should be made to neutralize it.

You will pardon me if I point out that, in order to make the new Canadian Australian line a success, it should, for some years at least, be liberally supported by those countries whose trade it is proposed to develop; hence I venture the hope that your colony will render such aid as its finances will justify, in the way of a subsidy or in such other manner as, in your judgment, may be deemed best. This enterprise has a bright future, provided it is properly aided until trade and passenger traffic has so far developed as to render the line self-supporting.

Permit me to express the hope that, at the conference to be held in Canada for the consideration of trade relations and cable communication between Australia and the Dominion, you may be able to present, as I am quite sure your long residence in Fiji and your thorough knowledge of the requirements and capabilities of the colony would enable you to afford important information at that meeting.

Sincerely yours,

(Sgd.) M. BOWELL.

Since writing that letter further information led me to believe that a direct communication might be had with New Zealand, without adding in any great degree to the length of each voyage, and which, from a trade and mail standpoint, is of great importance to Canada and to that colony.

Fiji was formally ceded to Great Britain in September, 1874, and a year later the administration was assumed by Sir Arthur Gordon, the first Governor. Since that period the colony has, considering its isolated position and consequent limited intercourse with the rest of the world, made great progress. The group comprises about 200 islands, of which some eighty are inhabited.

Suva is about 1,800 miles from Sidney ; 1,200 from Auckland, N.Z., and about 2,783 from Honolulu. The total area is 7,451 square miles. The country is well watered and rich in agricultural resources, with almost unlimited facilities for the growing of fruit and sugar. The population is made up as follows :—

Europeans . . . . .	2,036
Halfe-casts . . . . .	1,076
Indians . . . . .	7,468
Polynesians . . . . .	2,267
Fijians . . . . .	105,800
Rotumans . . . . .	2,219
Others . . . . .	314
Total . . . . .	121,180

The natives have all embraced the outward observances of Christianity. There are over 900 churches on the islands and there is said to be no more law-abiding people in the world than these former savages.

The trade of Fiji for the last four years for which statistics were available was :—

	Imports.	Exports.	Total.
1888 . . . . .	£ 183,222	£ 376,978	£ 560,200
1889 . . . . .	189,393	364,282	553,675
1890 . . . . .	206,757	364,533	571,290
1891 . . . . .	253,049	474,334	727,383

The trade has been chiefly carried on through the Australian Colonies, steamship communication being almost wholly in that direction. The principal exports in 1891 were :—

Sugar . . . . .	£327,526
Copra and cocoanuts . . . . .	63,039
Cocoanuts, desiccated . . . . .	2,360
Fruit, dried . . . . .	72
Fruit, green . . . . .	61,501
Cotton . . . . .	4,858
Bech-de-mer . . . . .	1,777
Maize . . . . .	367
Molasses . . . . .	1,047
Peanuts . . . . .	5,611
Tobacco . . . . .	1,082
Tea . . . . .	129

The colony produces all the staple spices and medicinal barks indigenous to tropical climes, and it is claimed that the kidney cotton grown there commands a higher price in the London market than any other. This was confirmed by our own cotton

## Mission to Australia.

manufacturers in Canada, who tested the samples placed at their disposal, brought from that colony to Canada by me.

Coffee and tea are also produced of good quality, and the output might be largely increased. Of the high character of the Fiji pine-apples there can be no doubt. Not only was this fruit tested on shipboard, but cases were brought through to Winnipeg, Toronto, Belleville, Ottawa and Montreal. In all some fifty samples were distributed, and in every instance they were pronounced to be much superior to any others ever brought into Canada. They have a delicious flavour peculiar to the product of these islands, and it is certain a very large demand will be had for them in Canada when proper means have been provided for bringing them across the continent to the larger centres of consumption. There are also other tropical fruits from Fiji which will find acceptance in due time throughout this country. With the facilities now had for bringing Fijian products to this continent, means should be found for putting them within the reach of consumers.

Details of Fijian imports are not given in the authorized handbook; but some information is afforded in this regard by the list of average retail prices which prevail there:—

### PRICES OF PROVISIONS.

	s.	d.
Flour, per 56 lbs . . . . .	8	0
Bread, per 2 lb. loaf . . . . .	0	4
Meat, per lb . . . . .	0	8
Butter, fresh, per lb . . . . .	1	9
"    salt    "    . . . . .	1	6
Cheese, per lb . . . . .	1	0
Milk, per quart . . . . .	0	4
Bacon, per lb . . . . .	1	1
Ham    "    . . . . .	1	2
Eggs, per doz . . . . .	2	6
Potatoes, per cwt . . . . .	8 to 10	0
Rice    "    . . . . .	28	0
"    Coolie    "    . . . . .	16	0
Tea, Fijian, per lb . . . . .	1	9
"    imported    "    . . . . .	2	0
Coffee, Fijian    "    . . . . .	1	6
"    imported    "    . . . . .	1	6
Sugar per lb . . . . .	2d. to	0 3½
Tobacco, Fijian leaf, per lb . . . . .	1	6
"    Fijian manufactured. . . . .	4	6
"    imported . . . . .	6	6
Cigars, Fijian, per 100 . . . . .	10	0
"    imported . . . . .	12	and upwards
Soap, blue mottled, per cwt . . . . .	34	0
"    yellow, per cwt . . . . .	25	0
Kerosene, per gal . . . . .	2	0
Salt, per cwt . . . . .	10	0
Spirits, draught per gal . . . . .	24	0
"    per case . . . . .	52s. to	56 0
Beer, per doz. quarts . . . . .	12	6
Oatmeal per lb . . . . .	0	4½
Arrowroot    "    . . . . .	0	6
Cornflour    "    . . . . .	0	10

PRICES OF PROVISIONS—*Continued.*

	s.	d.
Preserved meats, per lb.....	0	9
Salt beef, per 100 lbs.....	25	0
Yams, per cwt.....	5s. to	10 0
Kumalas “.....	3s. to	6 0
Onions, per lb.....	3d. to	0 4

It is not known that they have any soft woods there, nor have they some other products which we have in abundance.

The three letters which follow show how thoroughly alive the business men of Fiji are to the opportunities afforded by the establishment of the Canadian-Australian line of steamers :—

SUVA CHAMBER OF COMMERCE, SUVA, FIJI, 24th November, 1893.

To JAMES HUDDART, Esq.,  
 Managing Owner of the Canadian Steamship Service,  
 and the Captain of the ss. “Arawa,” Suva Harbour.

GENTLEMEN,—The arrival of your fine vessel, which connects our group of islands with the great Dominion of Canada and Australasia, is an event which has been for years one of the great hopes of the residents of this colony, and is now hailed by them with the utmost enthusiasm and I am instructed by my Chamber to bid you a hearty welcome to this port, and God-speed on your journey towards our brethren of the north.

We much regret that the necessities of strict quarantine will on this voyage prevent us from tendering our greeting and congratulations personally ; and we must hope that the need for such isolation will soon cease to exist, so that the people of Australasia and Canada and others on board the vessels of the line may be afforded the opportunity of learning something of the great possibilities of this colony.

The columns of the local newspaper, *Fiji Times* of last Wednesday, will give you some idea of the nature of our present exports, and we hope soon to be able to add to them considerably with new ones of value which are being cultivated ; and we feel sure that our connection with Canada will eventually result in ever increasing reciprocal trade to the advantage of both. The beginnings will, of course, be small, but to the far sighted originator of the service they will, no doubt, present themselves as promises of future interchanges of importance.

It is to be hoped that none of the Governments interested will fail to do their utmost to secure and further the objects for which your line was established ; and I am to say on behalf of my Chamber, and the commercial men of the colony at large, that they will do all that is in their power to make these islands of the Pacific of some value as contributors to the success of the service, and the establishment of a steady stream of trade to the advantage of all concerned.

We shall be most happy to furnish inquirers with all information which may be desired in respect to Fiji, and shall regard it as at once a duty and a pleasure to make that full and reliable.

With every good wish for the prosperity of the service, and hope that the remainder of your voyage will be pleasant as well as rapid.

I am, gentlemen, for the Chamber,

Your obedient servant,

(Signed)

JAMES HARDING,  
*Secretary.*

## Mission to Australia.

SUVA, FIJI, 20th November, 1893.

SIR,—Whilst it is a matter of great congratulation that it has now been definitely decided that the Canadian Australian steamers are to call at Fiji on their way to and from Sydney, it is to be regretted that the first steamer should call at Suva from Sydney, when the port is almost a closed one to steamers from the Australian Colonies, through the necessity of a strict quarantine being enforced by the government in the effort to save the country from being overrun by the prevailing epidemic of measles, this same disease having caused such dire havoc amongst the native population some nineteen years ago, when nearly forty thousand inhabitants succumbed to it.

We may point out, however, that only on one occasion during the last twelve years has quarantine had to be enforced here, and then only very temporarily. We may, therefore, confidently hope that as soon as this wave of measles has passed over the Australian Colonies (and it is reported to be now subsiding) we shall be free from the necessity of quarantining steamers for many years to come.

There exists no necessity for quarantine in respect of steamers on their return from Vancouver and you may theretofore expect that they will receive pratique without delay.

By the kindness of His Excellency Sir John Bates Thurston, K.C.M.G., we are enabled to send you a parcel of "Handbooks of Fiji" which give very interesting particulars of this country and we shall be obliged if you will distribute the same on every possible occasion.

We shall be only too happy to give any one any further information that may be required.

Trusting that this is the commencement of a long and successful mail service,

We remain your obedient servant,

(Signed) BROWN & JOSKE,  
*Agents for Canadian-Australian SS. Line.*

The Captain of the  
SS. "Arawa," Vancouver.

SUVA, FIJI, 23rd November, 1893.

Capt. STEWART, R.N.R.  
SS. "Arawa."

DEAR SIR,—Owing to quarantine we regret that we cannot personally make your acquaintance, but trust on your return from Vancouver to have that pleasure.

We send in your care, for you to dispose of as you may think best, or for you to hand over to any agents you may appoint, a small shipment consisting of 100 bunches of bananas, 25 cases pine-apples, and 10 sacks of cocoanuts.

We shall be very much obliged if you will bring us back a report on your return of the condition the pineapples and bananas arrived in, and what sort of market they found, and what quantity could be disposed of monthly, in fact any information that would be useful to the planters and merchants here.

We also send two samples of desiccated cocoanut. The price here is 4d. per lb. f. o. b. Suva, cash against B. f. h., the granulated cocoanut, and 4½d. per lb. for chips and strips. The chips and strips are packed in the lined cases from 70 to 90 lbs. each, and the granulated cocoanut in cases of two tins in each, containing 60 lbs. in each tin. We send also a sample of Fiji Kidney cotton, price 6d. per lb. f. o. b. Suva, cash in Suva. This is baled in bales of about 460 lbs. each. Kindly give the samples to some reliable agent and we shall be happy to give any further information required.

We send you some ripe pineapples.

Apologizing for giving you all this trouble which is caused by the quarantine, we remain,

Yours faithfully,

(Signed) BROWN & JOSKE.



## GENERAL REVIEW.

Statistics show that Australasia viewed as one country, and considering its population, has a larger foreign trade than any other British possession. Eliminating the inter-colonial exchange, the outside trade for the last four decennial years for which complete figures are available, was as follows :—

—	Total trade.	Value per inhabitant.
	£	£ s. d.
1861.....	35,061,282	28 3 10
1871.....	39,729,016	20 10 10
1881.....	64,554,678	23 6 3
1891.....	84,651,488	22 0 6

Taking the year 1891 as an example of the division of this trade, the figures are :—

—	Imports.	Exports.	Total.
	£	£	£
United Kingdom.....	30,823,474	32,638,841	63,462,315
British possessions.....	3,094,417	2,231,608	5,326,025
Foreign countries.....	7,490,424	8,372,724	15,863,148
Total.....	41,408,315	43,243,173	84,651,488

The foreign countries interested were chiefly the United States, France, Germany and Belgium.

It is advisable in this connection to observe the trade of the United States with Australasia, and for this purpose the gross trade for the past five years may first be taken :—

—	Imports.	Exports.
	£	£
1889.....	5,998,211	12,252,147
1890.....	4,277,676	11,168,081
1891.....	6,239,021	12,891,679
1892.....	8,492,306	11,246,474
1893.....	7,266,808	7,818,130

## Mission to Australia.

These imports were divided as follows :—

	1891.	1892.	1893.
	\$	\$	\$
Agricultural implements .....	412,316	323,936	294,429
Books, maps, engravings, &c. ....	107,884	85,095	63,987
Breadstuffs—			
Barley .....		3,100	65
Wheat .....		13,720	2,100
Wheat flour .....	3,499	11,559	4,712
All other .....	67,402	66,554	37,988
Carriages, horse and railway cars .....	540,409	497,008	258,479
Casings for sausages .....	98,409	71,671	95,020
Chemicals, dyes and medicines .....	425,643	367,824	294,534
Clocks, watches and parts of .....	188,964	206,447	85,369
Cotton, manufactures of .....	82,078	132,199	80,629
Fish—			
Canned salmon .....	140,855	152,979	170,428
All other .....	94,193	100,529	74,426
Fruits, including nuts .....	80,530	226,438	117,548
Glass and glassware .....	90,654	124,718	67,886
Gunpowder and other explosives .....	30,020	70,875	51,804
India-rubber, manufactures of .....	44,611	54,596	34,236
Iron and steel, manufactures of—			
Machinery .....	532,877	466,193	280,551
Saws and tools .....	365,444	451,635	258,056
Sewing machines and parts .....	268,578	366,058	73,174
Wire .....	82,345	87,918	47,443
All other .....	1,393,769	898,357	640,960
Lamps, chandeliers, &c. ....	84,194	108,293	106,695
Leather and manufactures of .....	447,722	312,663	208,260
Malt liquors, in bottles .....	16,752	14,393	3,579
Marble and stone, manufactures of—			
Roofing slate .....	74,408	47,089	30,362
All other .....	27,230	25,437	37,233
Musical instruments .....	75,538	80,712	36,973
Naval stores—			
Rosin .....	71,359	70,682	38,849
Spirits of turpentine .....	151,613	147,592	73,568
Oils—			
Animal .....	40,837	31,458	16,785
Mineral, refined .....	1,260,550	1,141,456	1,058,586
Paper and manufactures of .....	264,149	300,615	353,280
Plated ware .....	46,731	52,430	24,406
Provisions, including dairy products—			
Canned beef .....	60,548	78,937	65,388
All other .....	28,155	19,186	36,062
Stationery, except of paper .....	45,516	45,470	34,152
Tin, manufactures of .....	18,266	19,691	11,797
Tobacco—			
Unmanufactured .....	243,388	315,023	225,613
Manufactures of .....	1,668,039	1,232,513	1,075,881
Wood and manufactures of—			
Boards, deals and planks .....	1,123,066	786,754	366,139
Timber, sawed .....	206,754	161,722	31,437
Other lumber and timber .....	84,389	73,820	37,732
Manufactures of wood .....	615,729	699,876	230,940
All other articles .....	1,182,781	1,701,253	631,309
Total .....	12,891,679	11,246,474	7,818,130

Among the unenumerated articles, it is learned from other records, were such things as canned fruits and vegetables, soaps, varnish, brooms and brushes, cordage, lime and cement, hams and bacon; and manufactured products in which Canada has an interest.

The imports of the United States from Australasia were large, in volume, but covered comparatively few items. The figures for the last three years were :—

Free of Duty.	1891.	1892.	1893.
	\$	\$	\$
Chemicals, dyes, gums.....	1,331,937	1,309,919	1,755,501
Hides and skins.....	811,081	1,533,737	1,092,622
Textile grasses, etc.....	628,845	653,213	785,615
Tin, in bars, blocks or pigs.....	746,632	614,241	832,095
All other free articles.....	198,567	330,386	387,932
Total .....	3,717,062	4,441,496	4,853,765
Dutiable.			
Coal, bituminous.....	575,390	954,726	711,536
Sisal grass, etc.....	a 132,270		
Wool, unmanufactured.....	1,614,131	3,029,030	1,681,811
All other dutiable.....	200,168	67,054	19,696
Total dutiable .....	2,521,959	4,050,810	2,413,043

a. Free of duty after October 5th, 1890.

Canada imports all the above mentioned articles in considerable quantities every year, and has for several years embraced the leading item—fine wools—in her free list.

A glance at the different articles exported from the United States and Europe to Australia, will show in what particular Canada can compete in the Australian markets. That a large and profitable trade will spring up between the two countries, if proper enterprise be shown by those interested, there can be no doubt. In order the better to accomplish this it is necessary that a thorough business man who understands the trade of Canada should be stationed in Australia, as an agent of Canada to whom all communications could be sent by those desirous of opening up trade with that country, or of learning its market's requirements.

The value of the exports of Canada to Australia during the past ten years has been as follows :—

1884.....	\$ 502,181
1885.....	415,817
1886.....	259,960
1887.....	269,471
1888.....	446,019
1889.....	661,208
1890.....	471,028
1891.....	589,100
1892.....	436,603
1893.....	288,352

Although there has been a fair volume of trade, it has been fluctuating. This is not surprising when it is realized that nearly all, if not all, of this trade has been carried on by sailing vessels. The articles exported have been chiefly lumber and fish, and inasmuch as Australia has neither soft woods nor high class fish, and imports very largely of both,—it is reasonable to expect that Canada can materially increase her export trade in this regard, now that direct and regular communication is established. The fish heretofore sent have been canned or salted; whereas now, by the aid of cold

## Mission to Australia.

storage, fresh salmon and other fish, and perishable articles generally, may be sent from the Pacific coast and laid down in excellent condition in the centres of consumption in Australia. In short, what has been a spasmodic trade, carried on under unfavourable circumstances, may now become a steady and growing business.

On our part we have for a number of years past bought large quantities of Australian wool. The official figures of our total imports of wool in 1893 are given as follows:—

	Lbs.	Value.
Great Britain .....	3,021,673	\$ 571,869
Australasia .....	1,333,519	199,740
British Africa .....	1,509,518	189,687
Newfoundland .....	215	53
France .....	511,845	117,493
Italy .....	12,399	2,214
United States .....	4,114,476	570,384
Total .....	10,503,645	\$1,651,440

It is quite certain that more than the quantity of Australian wool shown in this table was consumed in Canada last year. It is known that very little of the wool credited to Great Britain was the product of that country, and that the same is true of the importations from the United States. It is safe to assume that nearly all of the 7,136,149 lbs. shown to have come from Great Britain and the United States was produced in South Africa and Australia. Purchases were simply made in London and Liverpool, or New York and Boston. This being true, our actual imports from Australia have exceeded our exports to that country; so that the balance of trade has been against us. We are buying more than we are selling in that market, although the indirect manner in which the business has been carried on in the past has prevented proper credit being given in the official trade figures of either Australia or Canada. To some extent this will probably continue to be so for some years to come, even with the direct communication now had by steamers, because the wool business is carried on in certain recognized channels from which departures cannot be soon expected.

In 1893 Canada imported 1,145,718 lbs. of gums of all sorts, valued at \$181,741, chiefly from the United States. A considerable portion of these were no doubt Australian gums, first imported into the United States and then re-sold to Canadian buyers. The American trade returns show large importations of Australian gums, and it is known that the class of gums included in the Canadian purchases is not produced by our neighbours. There being a steady demand in Canada for gums, the trade may be guided into the new direct channel.

Frozen mutton ranks next to wool and gold among the exports of Australia. This industry which was only begun by New Zealand in 1882, has now reached enormous proportions and is shared in by nearly all the colonies. The exports for 1891, the last year for which complete figures are available, were as follows:—

	Cwt.
New South Wales .....	106,810
Victoria .....	110
Queensland .....	106,367
South Australia .....	940
New Zealand .....	998,277
Total .....	1,212,444

The annual surplus of sheep in the above colonies reaches 4,500,000 and the exportation of frozen mutton has to some extent solved the problem of disposal. The number of sheep in the colonies in the year just referred to was:—

New South Wales.....	61,831,416
Victoria.....	12,928,148
Queensland.....	20,289,633
South Australia.....	7,745,541
Western Australia.....	1,962,212
Tasmania.....	1,662,801
New Zealand.....	18,128,186
Total.....	<u>124,547,936</u>

As the price of wool has declined to a low point within the past decade there is no longer the same stimulation to multiply the flocks that was felt in former years.

All the colonies but New Zealand are importers of hog products, particularly of bacon and hams. There is always a demand for the high class article, and it is fortunate that Canada not only produces the finest bacon and hams in the world, but the new Canadian-Australian line of steamers affords the means of delivering such products in the Australian market in the best possible condition. In 1891 the imports of bacon and ham are given as follows:—

New South Wales.....	£40,571
Victoria.....	3,588
Queensland.....	15,034
South Australia.....	695
Western Australia.....	7,097
Tasmania.....	2,042
Total.....	<u>£69,027</u>

Any trade which Canada might build up in hog products would only be by sending the very finest qualities. Fine bacon is now brought to the colonies from England and commands a high price, and it is not probable that the commoner grades could be sold there at a profit. New Zealand's surplus meets much of the general demand.

The importations of tin into Canada last year, with the countries of origin, were as follows:—

Great Britain.....	\$183,050
Australia.....	15,196
United States.....	119,825
Total.....	<u>\$318,071</u>

Nearly all the Australasian colonies are producers of tin for export, and it may be that a large proportion of our annual importations of this metal will hereafter come from that quarter. The tin deposits of Australia are rich and practically unlimited. Last year the United States imported \$832,095 worth of tin, in blocks and pigs, from that country, and it is highly probable that most of the importation credited to our neighbours came originally from the Antipodes.

## Mission to Australia.

There is ample room for an exchange of green fruit between Canada and the Australian colonies. Their summer being our winter, we may take from them their tropical fruits and during the proper season send in return some of our hardy, long-keeping and highly flavoured fruits. Last year Canada imported \$555,363 worth of oranges and lemons, and these two fruits grow in great abundance, and of the highest quality, in nearly all the colonies. The oranges sent to Canada by the first steamer from Sydney were inferior and far from representative of the fruit available for export in the months of May, June, July, August and September. These are the months when the demand is greatest here, and it is the time when the fruit can be had at the lowest prices in Australia. Shipments of lemons made from Sydney to Vancouver as late as November of last year, gave the fullest satisfaction. In the months of December, January and February apples may be sold in the central markets of Australia at fair prices; inquiries when in Sydney established this fact. The supply for a part of the year comes from Tasmania, the southernmost colony, and the only one which produces apples for export; and at other seasons of the year from California. The growing of raisins, figs, apricots, olives and other semi-tropical fruits for export is a promising industry in several of the colonies.

It may be well here to draw attention to the idea which has in the past prevailed, and to a certain extent prevails at present with respect to trade possibilities between Canada and Australia. It seems to have been assumed that Canada could send certain articles, such as lumber and fish, to the Australasian Colonies; but that there was little we could buy in return. An examination of the facts show that already we purchase in the markets considerably more than we sell there. Our trade returns for the last year show direct importations to the extent of \$216,329 made up of three items:—wool, \$199,740; tin, \$15,196; and fruits, \$1,393. These were, however, far from being the full extent of our purchases of Australian products. A calculation based on specific inquiries, warrants the statement that the indirect importations of Australian wool in 1893, reached \$624,699, making with the direct purchases, a total for wool of \$824,439.

My information is that apart from the Cape wool, more than three-fourths of all the remainder come from Australia: but, to be entirely on the safe side, a little less than half of the remainder is credited to Australia. The lack of direct communication has led Canadian manufacturers to purchase Australian wool in the United States and Great Britain, rather than make direct importations.

Canada imported \$181,741 worth of gums last year, of which it may be safely assumed that not less than \$30,000 worth came from Australasia. So that the actual importations from Australasia last year may be summarized as follows:—

Wool .....	\$824,439
Tin .....	15,196
Fruits .....	1,393
Gums .....	30,000
Miscellaneous .....	10,000
Total .....	<div style="border-top: 1px solid black; border-bottom: 3px double black; display: inline-block; width: 100%;">\$881,028</div>

These figures may be accepted as well within the mark, and against them we had exports from Canada to Australia last year amounting to \$288,352. The highest point

reached was in 1889, when the volume of exports was \$661,208. The trade, however, has always fluctuated owing to the conditions under which it has been carried on. The point which it is important to remember is, that we shall need to increase our exports considerably before we shall have equalized the trade, assuming of course, that our importations are maintained.

Since my return many inquiries have come to me from Canadian manufacturers and producers, for information respecting the Australian market. As far as possible these requests have been met. The spirit of interest thus displayed augurs well for the future of Canadian trade in the Australasian Colonies.

It should also be explained that before leaving Canada for Australia, many of our manufacturers sent me price lists and samples of their products. The best possible use was made of this information, and as a result numerous agencies have been established in the colonies for the sale of Canadian goods. It has also been learned that sales have already been made in a number of instances and business opened up.

As an illustration of what may be done in these markets the experience of one firm will show: A representative of that firm was sent to Australia five years ago. He took with him some five self-binders and offered them for sale, but was told they could not be sold in competition with English and United States manufactures. They were, notwithstanding this rebuff, placed on the market and disposed of at fair prices. The following year twenty-five similar machines were sold, and in each succeeding year the sales were increased, until the shipments in 1893 were as follows:—Self-binders, 875; cultivators and seeders, 870; mowers, 200; rakes, 48; ploughs, 38; reapers, 32; harrows, 7; hay tedders and drills, 1—making a total of 2,072 machines, to which might be added 1,551 attachments. What was accomplished by enterprise and perseverance in that case, in the face of discouraging obstacles, may be done by Canadian manufacturers in other lines of trade.

Too much importance cannot be attached to the matter of studying the peculiar needs of the Australasian markets. If our manufacturers are to establish permanent and profitable connections there, they must exercise the greatest care in meeting the demands and tastes of the Australasian consumers. It will not do to send goods there in a hap-hazard way. It must be learned what prejudices or preferences exist in respect of any particular article. It may also be accepted as a safe business axiom that in the long run superior quality is the only means to success. A cautious and well advised start having been made, the rest may be left to the teaching of experience.

Before closing this report, I desire to record my sincere appreciation of the valuable assistance afforded me by the Governors, the Premiers, members of Parliament and prominent business men of all the colonies visited. To the representative of Canada not only was every facility given for the accomplishment of his mission, but the greatest hospitality was extended at every point.

The following clippings may serve to show how the mission was regarded by the press of Australia:—

(“*The Sydney Morning Herald*,” 20th November, 1893.)

The pleasant “sending-off” given to the Canadian Minister of Trade and Commerce on Saturday is the close of an interesting mission. The close of the mission so far as the visit to Australia is concerned, it is but the beginning, we confidently hope of a

## Mission to Australia.

new page in the history of relations between these colonies and British North America. In several ways Mr. Bowell's coming has been useful. It has not only given us a more vivid and a personal interest in Canada, and taught us practically how really desirous the people of that country are to form closer bonds of brotherhood and commercial interchange with us, but the Canadian Minister has furnished a telling object lesson to us on the benefits and possibilities of federation. Mr. Bowell has been surprised and puzzled to find everybody everywhere in favour of federation of the colonies, and still we have not federation. It sometimes seems a puzzle to ourselves, only that we can see from time to time the various little rocks and stumbling blocks that rise up here and there, and temporarily cause a diversion from the track. But we know as truly as the Canadian Minister has found that we are bound for federation. Our visitor exhibited some political shrewdness when he said that perhaps the blocking of federation had come of each one of us being afraid of one man taking the lead and obtaining more kudos than the others. If he has not made a bull's-eye, he has made a good shot at the truth. But Mr. Bowell has dropped on us at a stage when the personal element is fast disappearing from the question, and when, as we believe, nothing but technical steps necessary remain to be taken to give realization to the universal wish. There is no doubt that an encouraging stimulus has been administered in this direction by the presence and words of the Minister from the federated Dominion of Canada, hardly less to be appreciated than the encouragement which has been given by him to the opening up of business relations between the two greatest sections of the British Colonial Empire. We have had a period, extending over several years now in the Australias, of regulation and control by "conference." The effect has been in the highest degree efficacious in breaking down the differences, or imagined differences, among the colonies. Now the system has been extended to Canada; and whether this first conference, as proposed, is held in Ottawa or Sydney, we may see in it the harbinger of a system that will ultimately work wonders in the relations between Canada and Australia.

(*"Morning Herald," Newcastle, N.S.W., Tuesday, 17th Oct., 1893.*)

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The presence here of the Minister of Trade and Commerce for the Dominion is significant of the fact that there is a hearty desire on the part of those who live on the other side of the water to ascertain if Canada and Australia cannot profit by each other's industries. The two countries are so varied in their resources that it may take some time to ascertain what trade can be carried on to mutual advantage. Without entering into particulars regarding this question, it is apparently self-evident that the line of steamers between Australia and Vancouver is bound to be the pioneer one on a great trade and passenger route. Circumstances which have arisen in parts of the world far distant from Australia have co-operated so as to make the final success of that line almost a certainty. The needs of Europe and America have worked together to bring the Atlantic lines of steamers to their present remarkably high standard of excellence. The growing requirements of the Canadian Dominion, combined with the necessities of the Empire, led to the construction of that great project the Canadian Pacific Railway, and later on to the establishment of the splendid lines of steamers which run across the North Pacific from Vancouver to Yokohama. It was inevitable that those interested in such enormous undertakings should bridge over the gulf which lay between the Pacific shore of the Dominion and Australasia; and for some time past that enterprise has been an accomplished fact.

(*"The Brisbane (Queensland) Courier," Friday, 20th October, 1893.*)

The cordial welcome extended to the Canadian representatives by the Government of Queensland will be backed by the hearty approval of the people of the colony. Mr. Mackenzie Bowell is a public man of distinction in the great country whose representative he is. Not only does he bear the responsibilities of a Minister of the Crown, but



he is the senior member of a Ministry which has enjoyed a fifteen years' lease of power, and which still retains the confidence of an overwhelming majority of five millions English-speaking people engaged in the characteristically Anglo-Saxon—or perhaps more accurately the Anglo-Celtic—work of reclaiming the trackless wilderness of North America. But Mr. Bowell does not come alone. Himself on a semi-official visit for patriotic objects, he is accompanied by a veteran railway engineer of world-wide reputation, and who wears the laurels deservedly won by a professional man who has superintended the carrying out of one of the greatest works of modern times—the Canadian Pacific Railway. Mr. Sandford Fleming has reached an advanced age, but he is still imbued with the spirit of the victorious warrior, and would like to add to his achievements the promotion of an ocean cable uniting Australia with the Pacific slope of the Canadian Dominion, and binding these two great provinces of the British Empire with the mutually advantageous bonds of reciprocal trade. For whatever the benefit to be derived from a steamship service such as that which Mr. James Huddart has so pluckily started, that benefit will be insignificant by comparison with the advantage that would accrue from direct cable communication between the two countries.

(“*The Express and Telegraph*” (Perth, S.A.) Friday, 3rd November, 1893.)

Considered in the abstract the subject of Mr. Bowell's address before the Chamber of Commerce, yesterday, was worthy of a much larger audience than that before which it was delivered. Of course that is not its only aspect, and business people have a habit of dealing with things in their concrete form which to some extent accounts for the limited attendance. Reciprocal trade relations between Canada and an expanding commerce between that country and Australia are attractive ideas, but the trouble is in reducing them to practice. So far as sentiment is concerned we are ready and willing to clasp hands with our kindred across the sea. Any appeal to national feelings and patriotic pride usually elicits a prompt and cordial response in these colonies. Beyond that, however, practical men find it difficult to clearly see their way very far. It is probably true that if a trade were worked up between Australia and Canada there would be general advantage. The benefit derived by any individual colony would be felt in some degree by all. At the same time it cannot be denied that our proportion is not likely to be very large for a long time to come by reason of our geographical situation.

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With regard to telegraphic communication local conditions necessarily present themselves. The scheme presented by Mr. Sandford Fleming which has already appeared in our columns, and which he so lucidly explained, has features that may very naturally commend it to the favourable notice of the Canadian and Imperial Governments. But on our part we cannot overlook the fact that one of its foundation stones, so to speak, is the reduction of our transcontinental business by one-half. Just so far as it fails to do this the scheme of a Pacific cable will suffer financially, and if it cuts our receipts in a higher proportion we shall lose the more. Such being the case it can hardly be expected that we shall grow very enthusiastic over the matter. While we are not so narrow and provincial in our notions as to seek to block the way of the undertaking, we should fail in our duty if we were not anxious for our interests to be safeguarded before it is entered upon.

(“*The Argus*,” Melbourne, Vict., 11th October, 1893.)

There are many reasons arising from self-interest why Australians should welcome the Canadian Minister-delegate, Mr. Mackenzie Bowell, who has just landed in Sydney, and if there were none of that character he would still be welcome. He personifies a sentiment—the feeling of kinship which holds together the many scattered branches of the British family—and if he brought nothing with him and sought nothing it would

## Mission to Australia.

be flattering to ourselves to receive him as a representative of Canada. His mission is to invite the consideration of means to an understanding under which Canadian and Australian products may be exchanged, and on our part we ought to be glad to make terms which will give us practically the command of the Canadian market in certain lines of produce. We shall, of course, have to concede similar terms to Canada, but even putting the matter on low ground there does not appear any need to fear that local interests will be injured. The exchange we anticipate would be in articles and lines of trade peculiar to each country which the other has need of; each would obtain an outlet for its surplus products.

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Mr. Patterson will find Mr. Mackenzie Bowell in unison with him on the important question of the future Pacific cable.

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Canada, it may be inferred from the delegate's remarks, is willing to subsidize a service wholly British in character, and though it must be confessed that for a long time to come the traffic on a Pacific cable will not be very large, it is still important that the propriety of laying the line should receive early consideration. One thing is certain, and that is that once reciprocity of trade is established between Australia and Canada the need for a cable will become stronger every year.

*("The Argus," Thursday, 2nd November, 1893.)*

Mr. Mackenzie Bowell will not be able to show any scalps of Australian Premiers to the Indians of Canada as he passes them on the train journey from Vancouver. All he will be equal to will be to promise that in a few months' time some Australian representatives will follow him over the same line to see what sort of a place Canada really is, what it has to produce that Australia can buy, what it can take of Australian products, and, generally, if its public men are as sincere in desiring union with Australia as they profess. Probably Mr. Bowell will be satisfied with having done so much. "Things might have been worse," he may say to himself. But for our part we must confess to disappointment that he has not been able to take away something more tangible than a promise to send delegates to a conference next year. So far as Victoria is concerned it would have been a good thing if the Canadian representative had been assured, for instance, that we would at once become contributors to the Huddart service between Vancouver and Sydney as an earnest of our desire for wider trade, and especially trade with our British neighbour—the Canadian Dominion.

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A commercial treaty would have been a comparatively easy matter once the subsidy was placed beyond question. But the position is that before venturing upon the expenditure of a few thousands of pounds yearly, the Government will first send delegates to Canada to see if there is the promise of substantial trade.

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On the Pacific cable question, Mr. Mackenzie Bowell will be able to speak of at least something achieved when he returns. He found the principal colonies apparently bent upon different schemes for telegraphic connection with Canada, but he leaves them all looking the one way. The Governments which entered into agreements calculated to give the impression that they were pledged to a French cable now aver themselves eager for one that will be British.

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The future connection will, it is promised, be under British control, for which again credit must to a large extent be given to Mr. Patterson.

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The point has to be discussed as to whether the cable should be owned by the Governments interested or by a subsidised company, and Mr. Sandford Fleming has yet to prove his case that it would be better to have state ownership.

(*"The Sydney Morning Herald," 9th October, 1893.*)

The official visit to Australia of a Canadian Minister of the Crown of the eminence of the Hon. Mackenzie Bowell marks the importance attaching in the mind of British America to the cultivation of commercial and generally friendly relations with Australia. Our distinguished visitor is conscious of the difficulties in his way in being confronted by seven distinct Governments, each with its separate interests and ways of thinking, coming as he does from a country that can speak with one voice and negotiate as for one common interest. He has faith that, notwithstanding this somewhat untoward circumstance, he may have a considerable measure of success; and we feel that we express the mind of all Australasia—divided though we are—in hoping that he may have the utmost success in his mission. He will find a cordial desire everywhere to extend our trade in any direction in which an opening may be found, and a particular leaning in the direction of those who are not only our kith and kin, but our fellow-subjects under the grand old flag on the other side of the Pacific.

(*"The Telegraph," Brisbane, Queensland, 19th October, 1893.*)

Our distinguished visitor is Minister for Trade and Commerce in the Dominion of Canada. Queensland gives him a welcome due to himself, his office, and his country. The object of his visit is to see the large neighbourhood of Australia, between which and Canada recent communication by the Messrs. Huddart, Parker's line of steamers has been made, and towards which the first section of a Pacific cable has been laid; two facts which suggest that commerce between two countries may be opened up to the benefit of both. We ought to know, and do know what the products of each country are in themselves, and which of those products are likely, if facilities are afforded, to be interchanged. It is to these latter that most attention will be turned. In regard to them the object of our visitor is to ascertain if they can be multiplied, improved, and balanced in bulk and value, sufficiently to maintain a good Australian-Canadian trade.

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We know that we can supply commodities to Canada which she needs, but which she now obtains elsewhere. She believes that she can supply us with commodities which we need and now obtain elsewhere. If we mutually interchange, can we do it on terms that will reduce costs to both and set up a remunerative trade between the two countries? There is no place for sentiment in forming a compact like this; only solid commercial fact will form a stable foundation for it.

(*"The Age," Melbourne, Monday, 15th November, 1893.*)

The establishment of direct trade relations between Australia and Canada is no doubt desirable. The only question is whether the present movement is not premature. In all such matters the merchant must precede the politician, who can, after all, only remove impediments to the extension of commercial intercourse, and can never galvanize commerce into life.

The spirited enterprise of Messrs. Huddart, Parker and Co. will be watched with great interest, since upon its success or otherwise will largely depend the question whether or not an Australia-Canadian trade can be built up during the present generation. On the first blush it appears as if the two countries were designed to supply each other's wants in various branches of industry. In the matter of cereals each country is not only independent of imports, but both are competitors in the great English market. But there are numerous other articles in each country which are not produced in the other, and there is no reason why there should not be an interchange of such commodities. We want Canadian timber, and, to some extent Canadian fish, whereas Australian wine, fruit and other products of a climate warmer than that of Canada should be welcome to our cousins beyond the Pacific.

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## Mission to Australia.

The proposal of Mr. Mackenzie Bowell for a conference of Australasian representatives in Canada was one which deserved the favour which has been bestowed upon it by the Government. Mr. Bowell has shown that he was eminently qualified for the mission intrusted to him by his Government, and he will return to his own colony with a thorough knowledge of the circumstances and capacities of Australasia, so that he will be able to temper any extravagant expectations which his countrymen may be inclined to entertain as to the immediate rise of a great trade between Australia and Canada. He cannot fail to have observed, moreover, that Australia is heavily handicapped in any negotiations with outside communities by the absence of any common authority.

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Another question which will inevitably engage the attention of the proposed Conference is cable communication. The present position of affairs is unsatisfactory in the extreme, an alternative line being urgently demanded in the interests of commerce. Apart from that, in the unsettled condition of European affairs, it is obviously desirable that these colonies should be connected with the mother country by a cable, the land portion of which would pass through British territory exclusively. The recent attempt of the French to get the through Pacific cable under their control, by making the line between Queensland and New Caledonia a first instalment of the route, has apparently startled the Imperial Government out of its habitual apathy, and it is not unlikely that if the matter be pressed now a share in the responsibility of making a direct line *via* Canada would be accepted by the Imperial authorities in view of the national importance of the undertaking. If, as is supposed, the Suez Canal would cease to be available for the conveyance of troops and stores in the event of war, the Canadian route to the East could hardly fail to be availed of, and the importance of telegraphic communication which would at no point be under foreign control cannot be overrated. There is work enough for the Canadian Conference to do, and we can only hope that the members will approach the questions to be submitted to them in a broad spirit of patriotism, guided by the dictates of common sense.

(*"The Evening News," of Sydney, S.N.W., Monday, 20th November, 1893.*)

The Hon. Mackenzie Bowell, Minister of Trade and Commerce of the Dominion of Canada, left Sydney on Saturday, on his way to his own country, after one of the most successful visits here ever paid by any "distinguished stranger."

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With Canadian protection Australians have no concern; they have enough to do to manage their own affairs. For this reason Mr. Bowell's defence of the tariff system that he administers may be left uncriticised. It is sufficient for people here to know that Canada has a free list that might possibly be enlarged by negotiation to Australia's favour; that Australia produces many things which Canada does not; and that the difference in the seasons would enable many Australian products to arrive in Canada at exactly the time when supplies from any part of the northern hemisphere are most scarce. The mutual advantages which this state of things affords opportunity for securing should render an agreement certain. \* \* \* An agreement between Canada and Australia need not interfere with Canadian trade with the mother country, or any of its dependencies. As for the advantages to Australia itself, Canada as a trade ally has this superior recommendation over the United States, that Canada is destitute of all the peculiar products of tropical and sub-tropical lands, as sugar and the more delicate fruits, whereas the United States in their southern region produce all these things in abundance.

## THE PROPOSED CONFERENCE.

The proposition for a conference with delegates from the seven Australasian Colonies arose primarily out of the impossibility of my visiting and holding interviews with the Premiers of the different Colonies, within the time at my disposal. New Zealand was five days' journey by sea from Sydney, Tasmania two, and Western Australia, six. The four principal colonies on the main land had been visited and it would have implied a sojourn abroad for five or six weeks longer if the three other colonies were to be seen. This fact was realized soon after my arrival at Sydney and suggestions were made to have a conference at some central point in Australia before my departure. It was found, however, that at least four of the legislatures were in session, and that a meeting of delegates could not be arranged in time. After consultation with the Premiers of New South Wales, Victoria, Queensland and South Australia, respectively, it was deemed advisable that all the colonies should send delegates to Canada for the purpose of a conference upon matters of joint interest. The two chief subjects were understood to be: 1st. Closer trade relations between Canada and the Australasian Colonies; and 2nd. The laying of a Pacific cable of an exclusively British character.

There was, however, another matter which called for prompt and decisive action at the hands of all these British colonies, standing as it did, directly in the way of reciprocal trade arrangements between Canada and Australasia. In the Constitution Act of each of the Australasian Colonies there is a clause distinctly forbidding the enactment of tariff legislation which should give preferential treatment to any particular country, although exceptional power had been given permitting these colonies to discriminate against each other. Taking Queensland as an example, clause 32 of the Constitution Act reads as follows:—

“Subject to the provisions of this Act and notwithstanding any Act or Acts of the Imperial Parliament now in force to the contrary it shall be lawful for the Legislature of the colony to impose and levy such duties of Customs as to them may seem fit in the importation into the colony of any goods, wares and merchandise whatsoever whether the produce of or exported from the United Kingdom or any of the colonies or dependencies of the United Kingdom or any foreign country.”

“Provided always that no new duty shall be so imposed upon the importation into the said colony of any article the produce or manufacture of or imported from any particular country or place which shall not be equally imposed on the importation into the said colony of the like article the produce or manufacture of or exported from all other countries and places whatsoever.”

An amendment subsequently allowed by the Imperial Parliament, permitted the intercolonial discrimination to which reference has been made. Here then was a barrier to reciprocity, and all the colonies, I was given to understand, earnestly desired such an amendment to their constitution as would free them from this restrictive and objectionable provision.

This was a matter which could be most appropriately dealt with at a conference of the character indicated.

With respect to the cable, it was absolutely necessary that the scheme should be most carefully considered by all the parties concerned. In fact, no definite action could be taken until such consideration had been given and at least a provisional agreement arrived at.

## Mission to Australia.

The view taken by the Government of Victoria, of the proposition for a conference in Canada, may be learned from the following clause in the speech from the Throne read by Lord Hopetoun, Governor, at the prorogation of the Parliament of that colony in November last :—

“The visit to Australia of the Hon. Mackenzie Bowell, the Canadian Minister of Trade and Commerce, as a delegate from the Dominion Government, is an event of interest. It illustrates the unity under the Crown of the numerous distinct Governments which constitute the British Empire; and the purpose of the visit, which is to establish trade relations between Canada and Australia, marks the practical nearness of otherwise distant communities.

“It has been suggested that the object in view would be attained by a conference in Canada of Australasian representatives with the Government of the Dominion. Should such a conference be arranged, due provision will be made for the representation of this colony on the occasion.”

In conformity with the foregoing arrangements an invitation has been sent to the Governments of the seven Australian colonies respectively, to the Governor of Cape Colony, and to the Governor of Fiji, in these terms :—

“On a report dated 5th of February, 1894, from the Minister of Trade and Commerce, submitting the following recommendation relating to trade and cable communication between Canada and Australia.

1. In order to cultivate and increase trade relations between Canada and Australia an Act was passed (Act 52 Vic., Chap. 2, 1889) intituled: An Act relating to Ocean Steamship Subsidies, authorizing the granting of a subsidy of not exceeding the sum of £25,000 sterling per annum, to assist in establishing an effective fortnightly steamship service between British Columbia and the Australian Colonies and New Zealand.

2. Chapter 2, 52 Victoria, was amended by Act 56 Victoria, Chapter 5, (1893), so far as to authorize the granting of a subsidy of not exceeding the sum of £25,000 sterling per annum to assist in establishing an effective monthly or more frequent steamship service between British Columbia and the Australian colonies and New Zealand.

3. Under this authority a contract was entered into between the Minister of Trade and Commerce on behalf of Her Majesty and James Huddart of the city of London in England, bearing date the 1st day of May, 1893, providing for a monthly or more frequent service between Vancouver, B. C., and Sydney, N. S. W., under the terms of which steamships of the capacity agreed upon were placed on the route, the first one sailing from Sydney the 18th May, 1893.

4. On the 7th September, 1893, an Order in Council was passed authorizing the Minister of Trade and Commerce to proceed to Australia and confer with the several Governments, with a view to promote an extension of trade between Australasia and Canada, and also to confer with the said Government on the subject of a telegraphic cable to connect Canada with Australia and New Zealand.

5. The Minister of Trade and Commerce on the 7th September, 1893, proceeded to Australia, and had conference and communication with the Governments of the several colonies on the subjects referred to in the said Order in Council of the 7th. September, 1893, at which it was suggested, and a decision was arrived at between the Minister of Trade and Commerce and the Premiers of New South Wales, Queensland, Victoria, and South Australia, that it was important that a conference should be held at as early a date as would be most convenient, in the city of Ottawa, Canada, for the purpose of discussing the arrangements which might be considered the most desirable for the purpose of carrying out the objects in view.

The Minister recommends that the Governments of New South Wales, Queensland, Victoria, South Australia, Tasmania, New Zealand and Fiji be respectfully requested to appoint and send one or more delegates to meet at Ottawa on Thursday the 21st day



## Mission to Australia.

Article.	N. S.W.	Vic.	S. A.	Q.	W. A.	Tas.	N. Z.	Fiji.
Axe handles.....	Free.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	10 p.c.	15 p.c.	Free.
Axles, arms and boxes.....	10 p.c.	(note)	25 p.c.	25 p.c.	12½ p.c.	10 p.c.	Free.	10 p.c.
Bacon.....	2d lb.	2d lb.	4d lb.	3d lb.	3d lb.	2d lb.	2d lb.	2d lb.
Bagging.....	Free.	Free.	Free.	Free.	12½ p.c.	Free.	15 p.c.	Free.
Bags and sacks, new, bran	Free.	6d doz.	Free.	15 p.c.	6d doz.	Free.	(note)	Free.
corn sacks.....	Free.	6d doz.	Free.	15 p.c.	6d doz.	Free.	Free.	Free.
flour.....	Free.	6d doz.	Free.	15 p.c.	6d doz.	Free.	20 p.c.	Free.
gunny.....	Free.	Free.	Free.	15 p.c.	6d doz.	Free.	(note)	Free.
ore.....	Free.	6d doz.	Free.	15 p.c.	3d doz.	Free.	20 p.c.	Free.
woolpacks.....	Free.	3s doz.	Free.	15 p.c.	4s doz.	4s doz.	(note)	Free.
unenumerated.....	Free.	6d doz.	Free.	25 p.c.	12½ p.c.	Free.	15 p.c.	Free.
Baize, in the piece.....	10 p.c.	35 p.c.	15 p.c.	15 p.c.	12½ p.c.	15 p.c.	15 p.c.	12½ p.c.
oil.....	10 p.c.	20 p.c.	Free.	15 p.c.	12½ p.c.	15 p.c.	15 p.c.	12½ p.c.
Baking powder.....	1d lb.	20 p.c.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Bark (for tanning).....	Free.	Free.	10 p.c.	15 p.c.	12½ p.c.	15 p.c.	Free.	5 p.c.
Baskets.....	10 p.c.	45 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Bedsteads.....	10 p.c.	40 p.c.	25 p.c.	25 p.c.	20 p.c.	15 p.c.	25 p.c.	10 p.c.
Beche de mer.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Beeswax.....	1d lb.	Free.	3d lb.	25 p.c.	12½ p.c.	15 p.c.	Free.	5 p.c.
Beer of all kinds, in bulk.....	6d gall.	1s gall.	1s gall.	1s gall.	1s gall.	1/6 gall.	1/6 gall.	9d gall.
in bottle.....	9d gall.	1/6 gall.	1s gall.	1/3 gall.	1s gall.	1/6 gall.	1/6 gall.	1s gall.
(6 reputed quarts or 12 reputed pints as 1 gallon).								
Bells.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	5 p.c.	5 p.c.	15 p.c.	10 p.c.
Bells, except plated.....	10 p.c.	(note)	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
electro and silver plated.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	20 p.c.	20 p.c.	20 p.c.	10 p.c.
Billiard tables and materials.....	15 p.c.	40 p.c.	25 p.c.	25 p.c.	20 p.c.	15 p.c.	25 p.c.	10 p.c.
Bird seed.....	10 p.c.	10 p.c.	10 p.c.	25 p.c.	12½ p.c.	3d lb.	Free.	5 p.c.
Bitumen.....	Free.	Free.	Free.	15 p.c.	Free.	Free.	Free.	Free.
Biscuits, ship and plain.....	2d lb.	2d lb.	2d lb.	2d lb.	1d lb.	2d lb.	3s cwt.	1d lb.
fancy.....	2d lb.	2d lb.	2d lb.	2d lb.	1d lb.	2d lb.	2d lb.	1d lb.
Black lead.....	10 p.c.	25 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Black sand.....	10 p.c.	Free.	Free.	25 p.c.	12½ p.c.	15 p.c.	Free.	5 p.c.
Blacking.....	10 p.c.	25 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Blankets.....	10 p.c.	35 p.c.	15 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Blocks, pulley.....	10 p.c.	Free.	25 p.c.	25 p.c.	5 p.c.	15 p.c.	20 p.c.	5 p.c.
Blue.....	Free.	2d lb.	2d lb.	2d lb.	12½ p.c.	2d lb.	2d lb.	2d lb.
Bluestone.....	Free.	Free.	Free.	15 p.c.	12½ p.c.	Free.	Free.	15 p.c.
Boats.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	20 p.c.	15 p.c.	Free.	5 p.c.
Boilers for steam engines.....	10 p.c.	Free.	25 p.c.	25 p.c.	5 p.c.	10 p.c.	20 p.c.	Free.
Boiler tubes.....	Free.	Free.	2s cwt.	Free.	5 p.c.	5 p.c.	Free.	Free.
Bolts and nuts *(up to ½ free).....	2s cwt.	35 p.c.	25 p.c.	*15 p.c.	12½ p.c.	5 p.c.	20 p.c.	10 p.c.
Boneblack.....	10 p.c.	25 p.c.	Free.	25 p.c.	12½ p.c.	3d lb.	Free.	5 p.c.
Bones.....	Free.	Free.	Free.	25 p.c.	Free.	Free.	Free.	5 p.c.
Bonedust.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Bookbinders' materials.....	10 p.c.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	10 p.c.
Books and periodicals.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
of printed forms and account books.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	25 p.c.	10 p.c.
Boots and shoes.....	10 p.c.	(note)	(note)	(note)	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Boot cloth and material.....	10 p.c.	Free.	15 p.c.	15 p.c.	12½ p.c.	Free.	Free.	10 p.c.
Boot uppers.....	10 p.c.	(note)	25 p.c.	9s doz.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.

Axles, Victoria—Common dray, with linchpins, 25 per cent; common nut and others, unenumerated, up to 1½ inch., 3s. per arm; above 1½ inch., 4s. 6d. per arm. Mail patent, up to 1½ inch., 4s. 6d. per arm; above 1½ inch., 7s. per arm. Other patent axles with brass caps, 10s. per arm.

Bags, New Zealand—Calico, Forfar, Hessian and linen, 20 per cent; others, 15 per cent.

Bells, Victoria—6-inch and under, free; others, 35 per cent.

Boots and shoes, Victoria—Men's No. 6 and upwards, 60s. doz. pairs; youths' Nos. 2 to 5, 42s. doz. pairs; boys' Nos. 7 to 1, 30s. doz. pairs; women's No. 3 and upwards, 45s. doz. pairs; slippers, Nos. 7 to 2, 12s. doz. pairs; others and spiked shoes, 18s. doz. pairs; girls' Nos. 11 to 2, 36s. doz. pairs; girls' Nos. 7 to 10, 24s. doz. pairs; children's Nos. 4 to 6 and slippers, 8s. 6d. doz. pairs; women's lasting and stuff, 30s. doz. pairs; goloshes, 4s. doz. pairs; India rubber, 12s. doz. pairs. South Australia—Men's No. 6 and upwards, 33s. doz. pairs; youth's Nos. 2 to 5, 21s. doz. pairs; boys' Nos. 7 to 1, 17s. 6d. doz. pairs; women's No. 3 and upwards, 19s. 6d. doz. pairs; girls' Nos. 11 to 2, 16s. doz. pairs; girls' Nos. 7 to 10, 11s. 6d. doz. pairs; others, 25 per cent. Queensland—Men's No. 6 and upwards, 33s. doz. pairs; youth's Nos. 2 to 5, 21s. doz. pairs; boys' Nos. 7 to 1, 17s. 6d. doz. pairs; girls' Nos. 11 to 2 (except lasting and stuff), 16s. doz. pairs; girl's Nos. 7 to 10 (except lasting and stuff), 11s. 6d. doz. pairs; women's No. 3 and upwards (except lasting and stuff), 19s. 6d. doz. pairs.

Boot and shoe uppers, Victoria—Leather, men's, 24s. doz. pairs; women's and children's, 18s. doz. pairs; Wellington fronts and grafts, 6s. doz. pairs; lasting and stuff, 3s. doz. pairs.



Article.	N. S.W.	Vic.	S. A.	Q.	W. A.	Tas.	N. Z.	Fiji.
Boot elastic.....	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	10 p.c.
Boot pegs.....	10 p.c.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	10 p.c.
Bottles, glass.....	10 p.c.	(note)	20 p.c.	15 p.c.	5 p.c.	(note)	Free.	10 p.c.
Brass, sheet and rolled.....	10 p.c.	Free.	Free.	Free.	5 p.c.	Free.	Free.	5 p.c.
Bricks.....	10 p.c.	—	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	Free.	5 p.c.
air, clay or earthenware.....	10 p.c.	8d c. ft.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
fire.....	10 p.c.	20 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	5 p.c.
bath.....	10 p.c.	Free.	Free.	25 p.c.	12½ p.c.	15 p.c.	Free.	10 p.c.
Brimstone (crude).....	Free.	Free.	Free.	Free.	Free.	15 p.c.	6d cwt.	15 p.c.
Bristles, for brushmaking.....	Free.	Free.	Free.	25 p.c.	12½ p.c.	Free.	Free.	10 p.c.
Brooms and brushware.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Brushmaking materials, not being bristles or hair.....	Free.	Free.	Free.	25 p.c.	12½ p.c.	Free.	Free.	10 p.c.
Butter.....	2d lb.	2d lb.	2d lb.	3d lb.	2d lb.	2d lb.	20 p.c.	5 p.c.
Buttons.....	10 p.c.	Free.	Free.	Free.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Butterine.....	6d lb.	1s lb.	4d lb.	4d lb.	2d lb.	15 p.c.	20 p.c.	5 p.c.
Cabinetmakers' benches.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	25 p.c.	5 p.c.
Cabinetware.....	10 p.c.	40 p.c.	25 p.c.	25 p.c.	20 p.c.	15 p.c.	25 p.c.	10 p.c.
Cages, bird.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Cameras, photographic.....	10 p.c.	Free.	Free.	15 p.c.	12½ p.c.	15 p.c.	Free.	5 p.c.
Candles.....	14d lb.	2d lb.	2d lb.	2d lb.	2d lb.	2d lb.	2d lb.	1d lb.
Canvas.....	10 p.c.	Free.	Free.	5 p.c.	5 p.c.	12½ p.c.	Free.	Free.
Canes.....	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	5 p.c.
Capsules for bottles.....	10 p.c.	35 p.c.	Free.	15 p.c.	12½ p.c.	15 p.c.	Free.	5 p.c.
Carbonate and bicarbonate of soda.....	Free.	Free.	10 p.c.	1s cwt.	12½ p.c.	1d lb.	1s cwt.	15 p.c.
Cardboard, plain.....	10 p.c.	4s cwt.	Free.	Free.	12½ p.c.	Free.	Free.	10 p.c.
Carpeting.....	15 p.c.	25 p.c.	15 p.c.	15 p.c.	12½ p.c.	12½ & 20	15 p.c.	10 p.c.
Carraway seeds.....	10 p.c.	Free.	2d lb.	3d lb.	3d lb.	4d lb.	15 p.c.	3d lb.
Carriages.....	15 p.c.	(note)	(note)	(note)	(note)	(note)	20 p.c.	10 p.c.
Carriage cloth.....	10 p.c.	Free.	15 p.c.	Free.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
springs.....	10 p.c.	Free.	25 p.c.	Free.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
trimmings.....	10 p.c.	Free.	Free.	Free.	12½ p.c.	Free.	20 p.c.	10 p.c.
varnish.....	1s gall.	2s gall.	6d gall.	25 p.c.	12½ p.c.	1/6 gall.	1/6 gall.	2s gall.
Cartridges, sporting.....	10 p.c.	4d lb.	10 p.c.	25 p.c.	12½ p.c.	20 p.c.	15 p.c.	10 p.c.
Carts.....	10 p.c.	(note)	(note)	(note)	20 p.c.	(note)	20 p.c.	10 p.c.
Cases and packages (empty returns).....	Free.	Free.	Free.	15 p.c.	Free.	Free.	Free.	Free.
Casks, new.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Castings, unenumerated.....	10 p.c.	35 p.c.	25 p.c.	3s cwt.	12½ p.c.	10 p.c.	20 p.c.	Free.
Caustic soda.....	10 p.c.	1s cwt.	Free.	1/6 cwt.	12½ p.c.	Free.	Free.	15 p.c.
Cement.....	2s bl.	Free.	2s bl.	2s bl.	2s bl.	9d cwt.	2s bl.	10 p.c.
Chaff and hay.....	10 p.c.	Free.	10 p.c.	15s ton.	20s ton.	15 p.c.	20s ton.	5 p.c.
Chaffcutting machines.....	10 p.c.	20 p.c.	15 p.c.	15 p.c.	5 p.c.	5 p.c.	20 p.c.	10 p.c.
Chain cables (not galvanized).....	Free.	Free.	Free.	25 p.c.	5 p.c.	15 p.c.	20 p.c.	10 p.c.
traces (not galvanized).....	Free.	Free.	Free.	25 p.c.	5 p.c.	15 p.c.	20 p.c.	10 p.c.
other kinds.....	Free.	Free.	25 p.c.	25 p.c.	5 p.c.	15 p.c.	20 p.c.	10 p.c.
Chalk.....	10s ton.	Free.	Free.	15 p.c.	12½ p.c.	Free.	20s ton.	5 p.c.
Charts.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Cheese.....	2d lb.	3d lb.	4d lb.	4d lb.	3d lb.	2d lb.	20 p.c.	2d lb.
Chemicals and drugs.....	(note)	(note)	10 p.c.	(note)	12½ p.c.	20 p.c.	15 p.c.	15 p.c.

Bottles, glass, Victoria—Containing beer, wine, ale, &c., 6d. per doz.; for pickles, 3d. doz.; for aerated waters, 6d. per cubic foot; for medicine, 1s. per cubic foot. Tasmania—For spirits, wine and vinegar, ½ pints to quarts, for fruit preserving up to 2 quarts, for aerated waters, 5 ozs. and upwards, free; chemist's under ½ pints, 15 per cent.; others, 5 per cent.

Carriages, Victoria—Dogcarts, gigs, &c., £10; four-wheeled buggies, £15; cabs and buggies with tops, £20; omnibuses, £40; barouches, £50; carts without springs, 20 per cent; all others, 25 per cent. South Australia—Carts, two-wheeled, £10 each; four-wheeled, £15 each; hansom cabs and four-wheeled buggies, £20 each; omnibuses and coaches, £40 each; barouches, broughams and drags, £50; others, 25 per cent. Queensland—Carriages and two-wheeled vehicles, with or without springs, £10 each; wagons, four-wheeled buggies, and hansom cabs, £12 each; single and double seated wagons, wagonettes, and four-wheeled buggies, with tops, £15 each; omnibuses or coaches, for carrying mails or passengers, £20 each; barouches and similar vehicles, £30 each. Tasmania—Four-wheeled £12 each; two-wheeled, £6 each.

Chemicals and drugs, N. S. W.—Essences, fluid extracts, patent medicines, perfumery, &c., containing not more than 25 per cent proof spirit, 3s. 6d. per gall.; not more than 50 per cent, 7s. per gall.; not more than 75 per cent, 10s. 6d. per gall.; if more than 75 per cent, charged as spirit, viz., 14s. per gall. Victoria—Ammonia, carbonate of, or liquid, 2d. per lb. or pint; chlorodyne, 25 per cent; glycerine pure, 3d. per lb., crude, 1d. per lb.; morphia, 1s. 6d. per oz.; nitrate of silver, 1s. 6d. per oz.; nux vomica, 2d. per lb.; strychnine, 1s. per oz.; crude drugs for manufacturing purposes, free. Queensland—Containing not more than 25 per cent of spirit, 6s. per gall.; if more than 25 per cent, 12s. per gall.; others, 15 per cent.

## Mission to Australia.

Article.	N.S. W.	Vic.	S.A.	Q.	W.A.	Tas.	N.S.	Fiji.
Chicory	6d lb.	3d lb.	6d lb.	6d lb.	3d lb.	4d lb.	3d lb.	3d lb.
root, kiln dried	3d lb.	3d lb.	6d lb.	6d lb.	3d lb.	4d lb.	3d lb.	3d lb.
green	3d lb.	3d lb.	3s cwt.	25 p.c.	3d lb.	15 p.c.	3d lb.	3d lb.
Chocolate	4d lb.	3d lb.	3d lb.	4d lb.	3d lb.	4d lb.	3d lb.	3d lb.
Clocks	15 p.c.	20 p.c.	15 p.c.	15 p.c.	12½ p.c.	20 p.c.	20 p.c.	10 p.c.
Cloth and tweeds in the piece	10 p.c.	40 p.c.	15 p.c.	15 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Clothes lines	3s cwt.	12s cwt.	11s cwt.	8s cwt.	5 p.c.	Free.	20 p.c.	10 p.c.
Cloves	Free.	2d lb.	2d lb.	3d lb.	3d lb.	4d lb.	2d lb.	3d lb.
Coal	10 p.c.	Free.	Free.	2s ton.	Free.	3s ton.	Free.	Free.
Cocoa, manufactured	4d lb.	3d lb.	3d lb.	4d lb.	3d lb.	4d lb.	3d lb.	3d lb.
nibs	4d lb.	Free.	Free.	4d lb.	3d lb.	4d lb.	Free.	3d lb.
essence of, with milk	4d lb.	3d lb.	3d lb.	25 p.c.	3d lb.	15 p.c.	3d lb.	3d lb.
nuts	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	Free.
Coffee, raw	Free.	Free.	3d lb.	4d lb.	2d lb.	3d lb.	3d lb.	3d lb.
roasted or ground	6d lb.	3d lb.	4d lb.	6d lb.	3d lb.	4d lb.	5d lb.	3d lb.
Date, and mixed with cocoa and chicory	6d lb.	3d lb.	6d lb.	6d lb.	3d lb.	4d lb.	5d lb.	3d lb.
Essence of	6d lb.	3d lb.	6d lb.	25 p.c.	—	15 p.c.	15 p.c.	3d lb.
Essence of, with milk	6d lb.	3d lb.	1d lb.	25 p.c.	—	15 p.c.	15 p.c.	3d lb.
Coir	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Coir matting	10 p.c.	35 p.c.	15 p.c.	15 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Coke	10 p.c.	Free.	Free.	2s ton.	Free.	1s ton.	Free.	Free.
Combs and brushes	10 p.c.	10 p.c.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Confectionery	2d lb.	2d lb.	3d lb.	4d lb.	4d lb.	2d lb.	(note)	3d lb.
Copper and yellow metal sheathing	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
nails	10 p.c.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	10 p.c.
rod and wire	10 p.c.	Free.	Free.	Free.	5 p.c.	Free.	Free.	10 p.c.
Cordage	3s cwt.	(note)	(note)	8s cwt.	5 p.c.	Free.	20 p.c.	1/6cwt.
Cordials (not spirituous), per dozen reputed quarts	1s 6d.	10 p.c.	20 p.c.	25 p.c.	20 p.c.	15 p.c.	20 p.c.	2s gall.
per dozen reputed pints	9d.	10 p.c.	20 p.c.	25 p.c.	20 p.c.	15 p.c.	20 p.c.	2s gall.
Corks, cut	10 p.c.	4d lb.	Free.	5 p.c.	12½ p.c.	Free.	15 p.c.	5 p.c.
Cork	Free.	Free.	Free.	5 p.c.	12½ p.c.	Free.	Free.	5 p.c.
Cornflour	1d lb.	2d lb.	Free.	2d lb.	1d lb.	1d lb.	½d lb.	1d lb.
Cornices	10 p.c.	40 p.c.	25 p.c.	25 p.c.	20 p.c.	20 p.c.	25 p.c.	10 p.c.
Cotton, raw	Free.	Free.	Free.	15 p.c.	12½ p.c.	Free.	Free.	Free.
waste	Free.	Free.	Free.	25 p.c.	12½ p.c.	Free.	Free.	Free.
piece goods	Free.	Free.	Free.	5 p.c.	12½ p.c.	12½ p.c.	10 p.c.	12½ p.c.
knitting, embroidering and crochet	Free.	Free.	Free.	Free.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
thread, silk or sewing	Free.	Free.	Free.	Free.	12½ p.c.	15 p.c.	Free.	12½ p.c.
Currants	2d lb.	3d lb.	2d lb.	3d lb.	3d lb.	2d lb.	2d lb.	2d lb.
Curry powder and paste	10 p.c.	2d lb.	2d lb.	2d lb.	25 p.c.	12½ p.c.	15 p.c.	10 p.c.
Custard powder	1d lb.	20 p.c.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Cutlery	10 p.c.	10 p.c.	10 p.c.	15 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Dates	Free.	2d lb.	2d lb.	25 p.c.	1d lb.	2d lb.	2d lb.	2d lb.
Drapery of every description not otherwise enumerated	10 p.c.	40 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Druggists' ware and sundries	10 p.c.	—	10 p.c.	25 p.c.	12½ p.c.	20 p.c.	15 p.c.	15 p.c.
Dyes and dyeware	Free.	Free.	Free.	Free.	12½ p.c.	Free.	15 p.c.	15 p.c.
Dynamite	1d lb.	1d lb.	Free.	1d lb.	12½ p.c.	10 p.c.	Free.	5 p.c.
Earthenware	10 p.c.	8d c. ft.	15 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Eggs	10 p.c.	2d doz.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	5 p.c.
Electroplated ware	15 p.c.	35 p.c.	25 p.c.	25 p.c.	20 p.c.	20 p.c.	20 p.c.	10 p.c.
Emery cloth and paper	10 p.c.	Free.	Free.	25 p.c.	12½ p.c.	5 p.c.	Free.	5 p.c.
powder	10 p.c.	Free.	Free.	25 p.c.	12½ p.c.	5 p.c.	15 p.c.	5 p.c.
Engines, steam	10 p.c.	25 p.c.	25 p.c.	15 p.c.	5 p.c.	7½ p.c.	20 p.c.	Free.
Engravings	10 p.c.	Free.	Free.	25 p.c.	12½ p.c.	Free.	15 p.c.	5 p.c.
Essences (not being spirituous compounds), per dozen quarts	1s 6d.	10 p.c.	10 p.c.	25 p.c.	12½ p.c.	20 p.c.	15 p.c.	15 p.c.
per dozen pints	9d.	10 p.c.	10 p.c.	25 p.c.	12½ p.c.	20 p.c.	15 p.c.	15 p.c.
Extract of meat	2d lb.	20 p.c.	10 p.c.	4d lb.	12½ p.c.	15 p.c.	20 p.c.	Free.
False teeth	10 p.c.	Free.	Free.	25 p.c.	12½ p.c.	15 p.c.	Free.	5 p.c.
Fancy goods	10 p.c.	10 p.c.	15 p.c.	25 p.c.	12½ p.c.	20 p.c.	20 p.c.	10 p.c.
Farinaceous foods	1d lb.	2½ lb.	10 p.c.	2d lb.	1d lb.	15 p.c.	½d lb.	1d lb.

Confectionery, New Zealand—Chocolate, 3d. per lb.; others, 2d. per lb.

Cordage, Victoria—Coir rope, 5s. per cwt.; other, 12s. per cwt. South Australia—Coir rope, 5s. per cwt.; galvanized, 3s. per cwt.; other, 11s. cwt.

Article.	N.S. W.	Vic.	S.A.	Q.	W.A.	Tas.	N.Z.	Fiji.
Feathers, artificial	10 p.c.	25 p.c.	25 p.c.	25 p.c.	12½ p.c.	20 p.c.	25 p.c.	10 p.c.
Felt—sheathing	10 p.c.	25 p.c.	Free.	25 p.c.	5 p.c.	5 p.c.	Free.	Free.
paper	10 p.c.	6s cwt.	Free.	25 p.c.	12½ p.c.	5 p.c.	Free.	Free.
Fenders	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Fibre, cocoa	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	Free.
Filters	10 p.c.	8d c. ft	20 p.c.	25 p.c.	5 p.c.	15 p.c.	20 p.c.	10 p.c.
Fireclay	Free.	10 p.c.	25 p.c.	12½ p.c.	12½ p.c.	Free.	20 p.c.	5 p.c.
Fireworks	10 p.c.	20 p.c.	20 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Fish in pickle or brine	1d lb.	5s cwt.	10 p.c.	1d lb.	12½ p.c.	15 p.c.	10s cwt	10 p.c.
dried or salted	1d lb.	5s cwt.	1d lb.	1d lb.	12½ p.c.	15 p.c.	10s cwt	10 p.c.
preserved, potted or paste	1d lb.	2d lb.	2d lb.	2d lb.	12½ p.c.	15 p.c.	2d lb.	10 p.c.
fresh	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	Free.
Fishing lines, fancy goods	10 p.c.	10 p.c.	15 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
not fancy goods	Free.	12s cwt	2d lb.	25 p.c.	12½ p.c.	Free.	20 p.c.	1/6 cwt.
material, not being cordage	10 p.c.	10 p.c.	15 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Flags	10 p.c.	Free.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	Free.	5 p.c.
Flannel	10 p.c.	40 p.c.	15 p.c.	15 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Flock	Free.	Free.	10 p.c.	Free.	12½ p.c.	Free.	Free.	5 p.c.
Flax	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	5 p.c.
Floorcloth and oilcloth	10 p.c.	20 p.c.	15 p.c.	15 p.c.	12½ p.c.	12½ & 20	15 p.c.	10 p.c.
Flour (per 100 lbs.)	1s.	5s.	2s.	1s cwt.	1s.	2s.	1s.	Free.
Flowers, artificial	10 p.c.	Free.	15 p.c.	25 p.c.	12½ p.c.	20 p.c.	20 p.c.	5 p.c.
Fruit, bottled, quarts	2s doz.	6s doz.	4s doz.	3s doz.	12½ p.c.	6s doz.	20 p.c.	2s doz.
pints	1s doz.	3s doz.	2s doz.	1/6 doz.	12½ p.c.	3s doz.	20 p.c.	1s doz.
smaller	1s doz.	1/6 doz.	1/6 doz.	9d doz.	12½ p.c.	3s doz.	20 p.c.	1s doz.
dried	2d lb.	3d lb.	3d lb.	3d lb.	3d lb.	3d lb.	2d lb.	2d lb.
fresh	1s bush	1s bush	(note)	Free.	12½ p.c.	1s bush	1/4 lb.	5 p.c.
preserved or candied	2d lb.	3d lb.	3d lb.	3d lb.	3d lb.	3d lb.	20 p.c.	2d lb.
canned	1d lb.	3d lb.	2d lb.	1d lb.	12½ p.c.	3d lb.	20 p.c.	2d lb.
boiled or in pulp	1d lb.	3d lb.	4d lb.	5s cwt.	12½ p.c.	3d lb.	20 p.c.	2d lb.
Furniture	10 p.c.	40 p.c.	25 p.c.	25 p.c.	20 p.c.	15 p.c.	0 p.c.	10 p.c.
Furs	15 p.c.	(note)	25 p.c.	25 p.c.	12½ p.c.	20 p.c.	25 p.c.	15 p.c.
Fuse *(per coil of 24 feet)	10 p.c.	*1¼d.	Free.	Free.	12½ p.c.	15 p.c.	Free.	10 p.c.
Galvanic bands and belts	10 p.c.	Free.	10 p.c.	25 p.c.	12½ p.c.	20 p.c.	15 p.c.	15 p.c.
Galvanized iron, manufactured, including guttering, ridgescaps, buckets, tubs, pipes, &c.	3s cwt.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	2s cwt.	12½ p.c.
Galvanized iron, unmanufactured, plain	2s cwt.	Free.	1/6 cwt.	2s cwt.	Free.	Free.	2s cwt.	10 p.c.
do do corrugated	2s cwt.	Free.	1/6 cwt.	2s cwt.	2s cwt.	2s cwt.	2s cwt.	2s cwt.
Gelatine, as Nelson's patent	1d lb.	10 p.c.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	3d lb.
Gilt mouldings	10 p.c.	Free.	10 p.c.	15 p.c.	20 p.c.	20 p.c.	15 p.c.	10 p.c.
Ginger	Free.	2d lb.	2d lb.	4d lb.	3d lb.	4d lb.	4d lb.	3d lb.
green	Free.	Free.	Free.	4d lb.	12½ p.c.	4d lb.	2d lb.	Free.
preserved	2d lb.	3d lb.	3d lb.	4d lb.	3d lb.	2d lb.	2d lb.	3d lb.
Glass, plate and sheet, plain	10 p.c.	1s cu. ft	15 p.c.	25 p.c.	12½ p.c.	15 p.c.	2s 100ft	10 p.c.
bent or engraved	10 p.c.	35 p.c.	20 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
silvered	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Glassware, plain	10 p.c.	1s cu. ft	15 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
cut or engraved	10 p.c.	2/6 c. ft	20 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Gloves	10 p.c.	20 p.c.	15 p.c.	25 p.c.	12½ p.c.	20 p.c.	25 p.c.	10 p.c.
Glue	1d lb.	2d lb.	2d lb.	2d lb.	12½ p.c.	1d lb.	1¼d lb.	10 p.c.
liquid	1d lb.	20 p.c.	10 p.c.	25 p.c.	12½ p.c.	1d lb.	15 p.c.	10 p.c.
Gold leaf	10 p.c.	20 p.c.	Free.	15 p.c.	12½ p.c.	15 p.c.	Free.	5 p.c.
Goloshes *(per dozen pairs)	10 p.c.	*4s.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Grain—barley *(per 100 lbs.)	*10d.	(note)	1/6 bus.	9d bush	4d bush	*1/6.	*2s	1d lb.
beans and peas *(per 100 lbs.)	*10d.	*2s 11d	*2s.	1s bush	12½ p.c.	*1/6.	*9d	5 p.c.
bran *(per 100 lbs.)	*1s.	*5s.	*2s.	4d bush	1s cwt.	*10d.	*1s	5 p.c.
gram	*10d.	*5s.	*2s.	15 p.c.	6d bush	*1/6.	*1s	5 p.c.
maize do	*10d.	*2s. 11d	*1s.	8d bush	6d bush	*1/6.	*9d	5 p.c.
oats do	*10d.	*3s.	*2s.	8d bush	4d bush	*1/6.	*9d	6d bsh
pollard do	*1s.	*5s.	*2s.	4d bush	1s cwt.	10d.	*1s	5 p.c.
wheat do	*10d.	*2s. 11d	*2s.	Free.	6d bush	*1/6d.	*9d	5 p.c.
Grates and ovens	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	35 p.c.
Grease, lubricating	3s. cwt.	3s. cwt.	10 p.c.	6s cwt.	12½ p.c.	Free.	Free.	5 p.c.
Groats	1d lb.	2d lb.	Free.	2d lb.	1d lb.	15 p.c.	Free.	1d lb.

Fruit, fresh, Victoria—Oranges and lemons, 9d. per bushel; others, 1s. 6d. per bushel; bananas, guavas, mangoes, olives, green, and pineapples, free.

Furs, Victoria—Hatters, 25 per cent.; skins, dressed, 2d. per lb.

Grain, Victoria—Barley, 3s per 100 lbs.; pearl and Scotch, 7s. 6d. per 100 lbs.

## Mission to Australia.

Article.	N. S.W.	Vic.	S.A.	Q.	W.A.	Tas.	N.Z.	Fiji.
Grindstones.....	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	10 p.c.
Guano.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Gum arabic.....	Free.	Free.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	Free.	15 p.c.
Gum (except gum arabic).....	10 p.c.	20 p.c.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Gunpowder, sporting.....	3d lb.	3d lb.	3d lb.	1d lb.	4d lb.	6d lb.	6d lb.	6d lb.
blasting.....	1d lb.	1d lb.	Free.	Free.	1d lb.	1d lb.	Free.	5 p.c.
Haberdashery, unenumerated.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Hair *(curled 2d. lb.).....	Free.	*25 p.c.	*Free.	15 p.c.	12½ p.c.	Free.	Free.	5 p.c.
Hams.....	2d lb.	2d lb.	4d lb.	3d lb.	3d lb.	2d lb.	2d lb.	2d lb.
Hardware, unenumerated.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Harness and saddlery.....	10 p.c.	45 p.c.	25 p.c.	25 p.c.	20 p.c.	15 p.c.	20 p.c.	10 p.c.
Minor articles used in the manufac- ture of.....	Free.	Free.	Free.	Free.	5 p.c.	Free.	Free.	10 p.c.
Harvest binding twine.....	Free.	Free.	2d lb.	1½d lb.	5 p.c.	Free.	Free.	10 p.c.
Hats and caps *(and 25 p.c.).....	10 p.c.	(note)	(note)	*15 p.c.	12½ p.c.	20 p.c.	20 p.c.	10 p.c.
Hatchets.....	Free.	Free.	Free.	Free.	12½ p.c.	5 p.c.	20 p.c.	12½ p.c.
Hatters' materials, viz., plush and felt hoods.....	Free.	5s doz.	Free.	Free.	12½ p.c.	Free.	Free.	10 p.c.
Hemp.....	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	5 p.c.
Hides and skin, raw.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Hay and chaff.....	10s ton	Free.	10 p.c.	15s ton	20s ton.	15 p.c.	20s ton	5 p.c.
Horns.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Honey.....	1d lb.	2d lb.	3d lb.	3d lb.	12½ p.c.	2d lb.	2d lb.	2d lb.
Hops.....	Free.	8d lb.	6d lb.	8d lb.	4d lb.	3d lb.	6d lb.	3d lb.
Horsehoes.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	10 p.c.	20 p.c.	5 p.c.
Hose, India-rubber.....	Free.	Free.	Free.	Free.	15 p.c.	15 p.c.	Free.	5 p.c.
canvas.....	Free.	Free.	Free.	Free.	25 p.c.	5 p.c.	15 p.c.	5 p.c.
Hosiery.....	10 p.c.	35 p.c.	20 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Imitation cane.....	10 p.c.	Free.	Free.	25 p.c.	12½ p.c.	15 p.c.	Free.	5 p.c.
Instruments, musical— unenumerated.....	15 p.c.	25 p.c.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
pianos.....	15 p.c.	(note)	15 p.c.	(note)	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
harmoniums and organs.....	15 p.c.	60s ea.	15 p.c.	60s ea.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Instruments, optical.....	10 p.c.	Free.	Free.	25 p.c.	Free.	15 p.c.	Free.	5 p.c.
scientific.....	10 p.c.	Free.	Free.	25 p.c.	Free.	15 p.c.	Free.	5 p.c.
surgical.....	10 p.c.	Free.	Free.	25 p.c.	Free.	15 p.c.	Free.	5 p.c.
India-rubber sundries.....	Free.	Free.	Free.	Free.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Ink and ink powders.....	10 p.c.	10 p.c.	Free.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
printing.....	10 p.c.	6d lb.	Free.	Free.	12½ p.c.	Free.	Free.	10 p.c.
Iron, bar and road.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	10 p.c.
castings.....	10 p.c.	3s cwt.	25 p.c.	3s cwt.	12½ p.c.	15 p.c.	20 p.c.	1s cwt.
columns.....	10 p.c.	35 p.c.	2s cwt.	3s cwt.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
doors.....	10 p.c.	35 p.c.	25 p.c.	3s cwt.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
galvanized, manufactured.....	3s cwt.	35 p.c.	25 p.c.	2s cwt.	12½ p.c.	15 p.c.	2s cwt.	12½ p.c.
sheet, plain.....	2s cwt.	Free.	1/6 cwt	2s cwt.	Free.	2s cwt.	2s cwt.	10 p.c.
corrugated.....	2s cwt.	Free.	1/6 cwt	2s cwt.	2s cwt.	2s cwt.	2s cwt.	2s cwt.
gates and fencing.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	1s cwt.	15 p.c.	20 p.c.	2s cwt.
girders.....	10 p.c.	3s cwt.	2s cwt.	25 p.c.	12½ p.c.	10 p.c.	Free.	12½ p.c.
sheet and plate.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	1s cwt.
hoop.....	Free.	Free.	25 p.c.	Free.	Free.	Free.	Free.	1s cwt.
ore.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
pig.....	10s ton.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
pipes and tubes.....	Free.	3s cwt.	2s cwt.	2s cwt.	5 p.c.	Free.	5 p.c.	Free.
rails for trams, &c.....	10 p.c.	Free.	Free.	25 p.c.	Free.	5 p.c.	Free.	Free.
scrap.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	12½ p.c.
tanks not galvanized.....	10 p.c.	35 p.c.	Free.	8s ea.	12½ p.c.	15 p.c.	(note)	10 p.c.
wire.....	Free.	35 p.c.	Free.	2s cwt.	5 p.c.	5 p.c.	Free.	1s cwt.
Ivory.....	10 p.c.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	5 p.c.
Isinglass.....	Free.	10 p.c.	10 p.c.	15 p.c.	12½ p.c.	15 p.c.	15 p.c.	3d lb.

Hats and Caps, Victoria—Cloth, 8s. per doz.; hats with frames, 36s. per doz.; dress hats, 60s. per doz.; helmets or pith, 20s. per doz.; all others, 25 per cent. South Australia—Boys' and youths' felt and glazed straw, 8s. per doz.; men's and women's felt, 15s. per doz.; felt, &c., with frames, 30s. per doz.; dress, 48s. per doz.

Pianos, Victoria—Upright, £5 each; square, grand or semi-grand, £15 each. Queensland—Horizontal, grand or semi-grand, £12 each; upright, £6 each.

Tanks, not galvanized, New Zealand—Of 200 galls., 5s. each; over 200 galls., 10s. each.

Article.	N. S.W.	Vic.	S.A.	Q.	W.A.	Tas.	N.Z.	Fiji.
Jams and jellies.....	2d lb.	3d lb.	3d lb.	2d lb.	12½ p.c.	2d lb.	2d lb.	1d lb.
Jewellery.....	15 p.c.	(note)	25 p.c.	25 p.c.	20 p.c.	20 p.c.	20 p.c.	20 p.c.
Jute.....	Free.	Free.	Free.	25 p.c.	12½ p.c.	Free.	Free.	Free.
Japan black.....	1s gall.	2s gall.	6d gall.	25 p.c.	12½ p.c.	1/6 gall	1/6 gall	2s gall.
Kapok.....	Free.	Free.	10 p.c.	Free.	12½ p.c.	Free.	Free.	10 p.c.
Kerosene.....	6d gall.	Free.	3d gall.	6d gall.	6d gall.	1s gall.	6d gall.	(note)
Knifeboards.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Knife powder.....	10 p.c.	20 p.c.	Free.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Lace.....	15 p.c.	35 p.c.	15 p.c.	15 p.c.	12½ p.c.	20 p.c.	20 p.c.	12½ p.c.
Lace goods.....	10 p.c.	35 p.c.	15 p.c.	25 p.c.	12½ p.c.	20 p.c.	20 p.c.	12½ p.c.
Lamps, including gasaliers and chandeliers.....	10 p.c.	35 p.c.	15 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Lard.....	2d lb.	Free.	10 p.c.	1½ lb.	2d lb.	2d lb.	20 p.c.	5 p.c.
Lead ore.....	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	Free.
pig.....	Free.	Free.	Free.	Free.	2/6 cwt.	Free.	Free.	5s cwt.
pipe.....	3s cwt.	2/6 cwt	4/6 cwt	2s cwt.	2/6 cwt.	2/6 cwt.	3/6 cwt	5s cwt.
red or white dry.....	1 6 cwt	2s cwt.	3s cwt.	3s cwt.	12½ p.c.	½ lb	2s cwt.	10 p.c.
mixed in oil.....	3s cwt.	2s cwt.	2s cwt.	3s cwt.	12½ p.c.	½ lb.	4s cwt.	10 p.c.
scrap.....	10 p.c.	Free.	Free.	25 p.c.	12½ p.c.	Free.	Free.	5s cwt.
sheet.....	2s cwt.	2/6 cwt	4/6 cwt.	2s cwt.	2/6 cwt	2/6 cwt	1/6 cwt	5s cwt.
Leather, patent and enamelled kid, hogskin, levant, morocco, roans, satins, skivers and imitations.....	10 p.c.	(note)	Free.	Free.	5 p.c.	Free.	2d lb.	10 p.c.
Leather, other, unenumerated.....	10 p.c.	(note)	10 p.c.	4d lb.	12½ p.c.	15 p.c.	(note)	10 p.c.
goods, unenumerated.....	10 p.c.	45 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Leather and carpet bags and portmanteaus.....	15 p.c.	45 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Limejuice *(in bulk free).....	Free.	20 p.c.	*10 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	2s gall.
cordial *(per doz. quarts).....	*1 6	20 p.c.	1s gall.	25 p.c.	20 p.c.	15 p.c.	20 p.c.	2s gall.
*(per doz. pints).....	*9d	20 p.c.	1s gall.	25 p.c.	20 p.c.	15 p.c.	20 p.c.	2s gall.
Lithographic stones and blocks.....	10 p.c.	Free.	Free.	Free.	12½ p.c.	10 p.c.	Free.	5 p.c.
Macaroni.....	Free.	2d lb.	2d lb.	2d lb.	12½ p.c.	2d lb.	Free.	3d lb.
Machinery, unenumerated.....	10 p.c.	35 p.c.	20 p.c.	15 p.c.	5 p.c.	7½ p.c.	20 p.c.	5 p.c.
printing.....	10 p.c.	Free.	20 p.c.	Free.	5 p.c.	Free.	Free.	5 p.c.
for carding, spinning and weaving.....	10 p.c.	Free.	20 p.c.	Free.	12½ p.c.	7½ p.c.	20 p.c.	Free.
Maizena.....	1d lb.	2d lb.	Free.	2d lb.	1d lb.	1d lb.	½ lb.	1d lb.
Malt.....	Free.	4 6 bsh.	2 6 bsh.	4 6 bsh.	2s bsh.	1s bsh.	2s bsh.	6d bsh.
Manures.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Maps.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Marble, unwrought.....	Free.	Free.	1s c.ft.	15 p.c.	12½ p.c.	Free.	5 p.c.	5 p.c.
wrought.....	10 p.c.	35 p.c.	20 p.c.	25 p.c.	20 p.c.	12½ p.c.	20 p.c.	5 p.c.
Matches and vestas.....	Free.	(note)	(note)	25 p.c.	12½ p.c.	20 p.c.	(note)	10 p.c.
Methylated spirit.....	1s gall.	1s gall.	3s gall.	(note)	1s gall.	3s gall.	1s gall.	1s gall.
Meat, fresh.....	Free.	(note)	5s 100lb	25 p.c.	1d lb.	(note)	20 p.c.	Free.
preserved.....	2d lb.	2d lb.	4d lb.	1d lb.	12½ p.c.	10 p.c.	20 p.c.	Free.
in pickle or brine.....	1d lb.	5s cwt.	2d lb.	1d lb.	1d lb.	1d lb.	20 p.c.	Free.
Milk, preserved.....	1 3 lb.	2d lb.	1d lb.	2d lb.	12½ p.c.	15 p.c.	20 p.c.	5 p.c.
fresh.....	Free.	Free.	Free.	Free.	12½ p.c.	15 p.c.	Free.	5 p.c.
Millinery.....	10 p.c.	35 p.c.	15 p.c.	25 p.c.	12½ p.c.	20 p.c.	20 p.c.	12½ p.c.
Millstones.....	Free.	Free.	Free.	Free.	5 p.c.	Free.	Free.	5 p.c.

Jewellery, Victoria—Rings, without stones, 4s. per dwt.; others, 25 per cent; precious stones, unset free.

Kerosene, Fiji—Of not less than 150° test, 9d. per gall.; all others, 1s. 3d. per gall.

Leather, Victoria—Calf and kid, free; furniture and bookbinders', 35 p.c.; black, morocco and goat levant, 20 p.c.; others, 6d. per lb. New Zealand—Belting, harness and bag leather, 6d. per lb.; kip, kangaroo and horsehide, 3d. per lb.; others, 1d. per lb.

Matches and Vestas, Victoria—Wood, in boxes of 100 or under, per gross of boxes, 6d.; wood safety, free; wax vestas in metal boxes of 100 or under, per gross of boxes, 1s. 3d.; in paper, small round tin or other boxes of 100 or under, per gross of boxes, 1s.; boxes of greater contents charged in the same proportion. South Australia—Wax vestas in boxes of 100 or under, per gross of boxes, 1s.; boxes of greater contents charged in the same proportion; safety, 10 per cent. Tasmania—Wood, 1s. per cubic ft.; wax, 3s. per cubic ft. New Zealand—Wood in boxes of 60 or under, per gross of boxes, 1s.; of not more than 100, per gross of boxes, 2s.; wax vestas in round paper boxes of 100 or under, per gross of boxes, 1s. 4d.; of not more than 200, per gross of boxes, 5s. 6d.; other kinds in boxes of 100 or under, 2s. 9d. per gross of boxes.

Meat, fresh, Tasmania—Beef and mutton, 1d. per lb.; pork, 2d. per lb. Victoria—Beef, mutton, veal and lamb, 7s. per 100 lbs.; pork, 10s. per 100 lbs.

## Mission to Australia.

Article.	N. S. W.	Vic.	S. A.	Q.	W. A.	Tas.	N.Z.	Fiji.
Mops	Free.	35 p.c.	Free.	25 p.c.	12½ p.c.	15 p.c.	Free.	10 p.c.
Muntz metal	Free.	Free.	Free.	25 p.c.	Free.	Free.	Free.	5 p.c.
Music	10 p.c.	Free.	Free.	Free.	Free.	Free.	Free.	10 p.c.
Mustard	Free.	2d lb.	3d lb.	3d lb.	12½ p.c.	2/6 cwt.	2d lb.	1d lb.
Nails	10 p.c.	(note)	2s cwt.	3s cwt.	12½ p.c.	2/6 cwt.	3s cwt.	10 p.c.
galvanized	10 p.c.	7/6 cwt.	2s cwt.	3s cwt.	12½ p.c.	2/6 cwt.	3s cwt.	10 p.c.
Naptha	6d gall.	6d gall.	6d gall.	6d gall.	6d gall.	6d gall.	6d gall.	6d gall.
Nets, fishing	10 p.c.	Free.	Free.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	5 p.c.
Netting, wire, galvanized	1/6 cwt	Free.	Free.	Free.	5 p.c.	5 p.c.	Free.	10 p.c.
Nuts, except cocoanuts	Free.	2d lb.	3d lb.	3d lb.	12½ p.c.	2d lb.	2d lb.	2d lb.
cocoanuts	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	Free.
Oakum	Free.	Free.	Free.	15 p.c.	5 p.c.	Free.	Free.	10 p.c.
Oars *(ash, free)	Free.	*35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	Free.	Free.
Oatmeal *(per 100 lbs.)	2s cwt.	*9s	2s cwt.	4s cwt.	1/6 cwt	3d lb.	*1s.	1d lb.
Oil, castor, in bulk	6d gall.	6d gall.	6d gall.	1s gall.	6d gall.	1/3gall.	6d gall.	6d gall.
Chinese	6d gall.	6d gall.	6d gall.	1s gall.	6d gall.	1/3gall.	6d gall.	6d gall.
cocoanut	Free.	Free.	Free.	1s gall.	6d gall.	Free.	6d gall.	Free.
cod, in bulk	6d gall.	Free.	Free.	1s gall.	Free.	1/3gall.	Free.	6d gall.
colza	6d gall.	6d gall.	6d gall.	1s gall.	6d gall.	1/3gall.	6d gall.	6d gall.
kerosene	6d gall.	Free.	3d gall.	6d gall.	6d gall.	1s gall.	6d gall.	(note)
linseed, raw or boiled	Free.	6d gall.	6d gall.	1s gall.	6d gall.	1/3gall.	6d gall.	6d gall.
medicinal	(note)	(note)	10 p.c.	25 p.c.	20 p.c.	20 p.c.	15 p.c.	15 p.c.
olive, in bulk	6d gall.	6d gall.	2s gall.	1s gall.	6d gall.	1/3gall.	6d gall.	6d gall.
palm	Free.	Free.	Free.	1s gall.	6d gall.	Free.	Free.	6d gall.
perfumed	(note)	(note)	25 p.c.	25 p.c.	20 p.c.	20 p.c.	25 p.c.	15 p.c.
rape	6d gall.	6d gall.	6d gall.	1s gall.	6d gall.	1/3gall.	6d gall.	6d gall.
seal	Free.	Free.	Free.	6d gall.	6d gall.	1/3gall.	Free.	6d gall.
sewing	6d gall.	6d gall.	6d gall.	1s gall.	6d gall.	1/3gall.	15 p.c.	6d gall.
sperm	Free.	Free.	Free.	6d gall.	6d gall.	1/3gall.	Free.	6d gall.
salad in bulk	6d gall.	6d gall.	2s gall.	1s gall.	6d gall.	1/3gall.	15 p.c.	6d gall.
unenumerated	6d gall.	6d gall.	6d gall.	(note)	6d gall.	1/3gall.	6d gall.	6d gall.
per doz. quarts	1s.	4s.	4s.	4s.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
pints	6d.	2s.	2s.	2s.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
smaller	6d.	1s.	1s 6d	1s & 6d	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Opium	20s lb.	20s lb.	20s lb.	20s lb.	20s lb.	20s lb.	40s lb.	15s lb.
Ores, unsmelted	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	Free.
Onions	1s cwt.	1s cwt.	2s cwt.	1s cwt.	1s cwt.	1s cwt.	1s cwt.	1s cwt.
Paints and colours, dry	1/6 cwt	2s cwt.	2s cwt.	3s cwt.	12½ p.c.	3d lb	2s cwt.	10 p.c.
mixed	3s cwt.	4s cwt.	4s cwt.	3s cwt.	12½ p.c.	3d lb	4s cwt.	10 p.c.
Paper bags, plain	7/6 cwt	15s cwt	10s cwt	8s cwt.	12½ p.c.	15 p.c.	25 p.c.	3s cwt.
printed	15s cwt	15s cwt	15s cwt	12/6 cw	12½ p.c.	15 p.c.	25 p.c.	3s cwt.
blotting	10 p.c.	6s cwt.	Free.	5 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
hangings	10 p.c.	Free.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
printing	Free.	Free.	Free.	Free.	Free.	5 p.c.	Free.	3s cwt.
printed advertising matter	15s. cw	t4d lb.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
tissue	10 p.c.	6s cwt.	3/4 cwt	5 p.c.	12½ p.c.	15 p.c.	5s cwt.	19 p.c.
wrapping and brown	3s cwt.	6s cwt.	3/4 cwt	5 p.c.	12½ p.c.	15 p.c.	4s cwt.	3s cwt.
writing *(uncut free)	Free.	*2d lb.	Free.	*2d lb.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Parchment *(cut 25 per cent)	10 p.c.	*Free.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Patent medicine	(note)	25 p.c.	20 p.c.	(note)	12½ p.c.	20 p.c.	25 p.c.	15 p.c.
Pepper	Free.	2d lb.	2d lb.	3d lb.	3d lb.	2d lb.	(note)	2d lb.
Perfumery	(note)	20 p.c.	25 p.c.	(note)	20 p.c.	20 p.c.	25 p.c.	15 p.c.
Perry, in bulk	6d gal.	1s gal.	1s gal.	1s gal.	1s gal.	1/3 gal.	1/6 gal.	9d gal.
in six reputed quarts or twelve reputed pints	9d gal.	1/6 gal.	1s gal.	1/3 gal.	1s gal.	1/6 gal.	1/6 gal.	1s gal.

Nails, Victoria—Horse-shoe, 14s. per cwt.; others, 7s. 6d. per cwt.

Oil, kerosene, Fiji—Not less than 150 degrees, 9d. per gall.; all other tests, 1s. 3d. per gall.

Oils, medicinal and perfumed, N.S.W.—Containing spirit: of 25 per cent proof spirit, 3s. 6d. per gall.; 50 per cent proof spirit, 7s. per gall.; 75 per cent proof spirit, 10s. 6d. per gall.; more than 75 per cent proof spirit, 14s. per gall.; not containing spirit: 1s. 6d. per doz. quarts; 9d. per doz. pints; 6d. per doz. smaller. Victoria—4s. per doz. quarts; 2s. per doz. pints; 1s. per doz. smaller.

Oils, unenumerated, Queensland—Mineral, in bulk, 6d. per gal.; vegetable, in bulk, 1s per gall.; bottled, 2s. per doz. pints; 1s. per doz. smaller.

Methylated Spirits, Queensland—Foreign, 5s. per gal.; Colonial, 2s. per gal.

Patent Medicines and Perfumery, N.S.W.—Containing spirit, same rates as medicinal oils; not containing spirit, 10 per cent. Queensland—Containing spirit; of less than 25 per cent proof spirit, 6s. per gal.; of more than 25 per cent proof spirit, 14s. per gal.; others, 25 per cent.

Pepper, New Zealand—Unground, 2d. per lb.; ground, 4d. per lb.; Cayenne, 15 per cent.

Article.	N. S. W.	Vic.	S. A.	Q.	W. A.	Tas.	N. Z.	Fiji.
Photographs	10 p.c.	35 p.c.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Pickles, per doz. quarts	1s	3s	4s	4s	12½ p.c.	3s	4s	10 p.c.
do pints	6d	2s 6d	2s	2s	12½ p.c.	2s	2s	10 p.c.
do smaller	6d	1s	1s 6d	1s & 6d	12½ p.c.	1s 4d.	1s	10 p.c.
Picture frames	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Pitch and tar	Free.	Free.	Free.	Free.	25 p.c.	5 p.c.	Free.	Free.
Plants and trees	Free.	Free.	Free.	Free.	Free.	(note)	Free.	Free.
Plaster of Paris	2s bl.	1s cwt.	3s bl.	25 p.c.	2s bl.	9d cwt.	Free.	10 p.c.
Plate, gold	15 p.c.	8s oz.	25 p.c.	25 p.c.	20 p.c.	20 p.c.	20 p.c.	10 p.c.
silver	15 p.c.	2s oz.	25 p.c.	25 p.c.	20 p.c.	20 p.c.	20 p.c.	10 p.c.
Plataware of all kinds	15 p.c.	35 p.c.	25 p.c.	25 p.c.	20 p.c.	20 p.c.	20 p.c.	10 p.c.
Playing cards *(per doz. packs)	*3s	(note)	*6s	25 p.c.	12½ p.c.	20 p.c.	*6s	10 p.c.
Ploughs	10 p.c.	20 p.c.	15 p.c.	25 & Fr	5 p.c.	10 p.c.	Free.	Free.
Potatoes	6d cwt.	1s cwt.	1s cwt.	9s cwt.	1s cwt.	6d cwt.	20 p.c.	5 p.c.
Precious stone, unset	Free.	Free.	Free.	Free.	20 p.c.	Free.	Free.	20 p.c.
Preserves	2d lb.	3d lb.	3d lb.	2d lb.	3d lb.	2d lb.	2d lb.	2d lb.
Pomades	10 p.c.	20 p.c.	25 p.c.	25 p.c.	20 p.c.	20 p.c.	25 p.c.	15 p.c.
Putty	1s cwt.	2s cwt.	Free.	25 p.c.	12½ p.c.	15 p.c.	2s cwt.	10 p.c.
Portmanteaus	15 p.c.	45 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Powder flasks, metal	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Plate powder	10 p.c.	20 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Quicksilver	Free.	Free.	Free.	Free.	12½ p.c.	5 p.c.	Free.	5 p.c.
Quartz	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Quoits	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Raddle	1/6 cwt	Free.	Free.	25 p.c.	12½ p.c.	15 p.c.	Free.	10 p.c.
Raisins	2d lb.	3d lb.	2 lb.	2d lb.	3d lb.	2d lb.	3d lb.	2d lb.
Rakes, garden	Free.	35 p.c.	Free.	25 p.c.	12½ p.c.	5 p.c.	20 p.c.	12½ p.c.
horse	10 p.c.	20 p.c.	Free.	25 p.c.	5 p.c.	10 p.c.	20 p.c.	12½ p.c.
Reading glasses	10 p.c.	10 p.c.	Free.	25 p.c.	12½ p.c.	5 p.c.	20 p.c.	10 p.c.
Reaping hooks	Free.	20 p.c.	Free.	15 p.c.	5 p.c.	5 p.c.	20 p.c.	Free.
Reapers and binders	Free.	Free.	15 p.c.	Free	5 p.c.	5 p.c.	Free.	Free.
Resin	Free.	Free.	Free.	1s cwt.	5 p.c.	Free.	Free.	5 p.c.
Red lead, dry	1/6 cwt	2s cwt.	2s cwt.	3s cwt.	12½ p.c.	4d lb.	2s cwt.	10 p.c.
mixed in oil	3s cwt.	2s cwt.	2s cwt.	3s cwt.	12½ p.c.	4d lb.	4s cwt.	10 p.c.
Rice	3s cwt.	(note)	3s cwt.	1d lb.	2s cwt.	1d lb.	6s cwt.	2s cwt.
ground	1d lb.	(note)	3s cwt.	25 p.c.	2s cwt.	1d lb.	6s cwt.	2s cwt.
Ricemeal, offal	10 p.c.	Free.	Free.	25 p.c.	12½ p.c.	15 p.c.	Free.	Free.
Rivets, iron	2s cwt.	35 p.c.	Free.	25 p.c.	12½ p.c.	5 p.c.	Free.	10 p.c.
galvanized	3s cwt.	35 p.c.	Free.	25 p.c.	12½ p.c.	5 p.c.	Free.	10 p.c.
Rope	3s cwt.	(note)	(note)	8s cwt.	5 p.c.	Free.	20 p.c.	1/6 cwt.
steel wire	Free.	12s cwt	Free.	Free.	5 p.c.	Free.	Free.	1s cwt.
Safes, iron	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Sago	Free.	Free.	Free.	1d lb.	1d lb.	2d lb.	Free.	10 p.c.
Saddlery and harness	10 p.c.	45 p.c.	25 p.c.	25 p.c.	20 p.c.	15 p.c.	20 p.c.	10 p.c.
Sails, new	10 p.c.	Free.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	Free.	10 p.c.
old, being tarpaulin	Free.	20 p.c.	20 p.c.	25 p.c.	12½ p.c.	15 p.c.	Free.	10 p.c.
Salt	20s ton	20s ton	25s ton.	Free.	20s ton	30s ton	10s ton	20s ton
rock	Free.	Free.	Free.	25 p.c.	Free.	Free.	Free.	20s ton
Saltpetre	10 p.c.	Free.	Free.	4s cwt.	12½ p.c.	15 p.c.	Free.	1s cwt.
Sash fasteners	10 p.c.	35 p.c.	Free.	15 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
frames	2s ea.	(note)	(note)	2s ea.	20 p.c.	20 p.c.	(note)	10 p.c.
lines	3s cwt.	12s cwt	11s cwt.	8 cwt.	5 p.c.	Free.	20 p.c.	1/6 cwt
weights	10 p.c.	3s cwt.	25 p.c.	25 p.c.	12½ p.c.	1/6 cwt	20 p.c.	12½ p.c.
Sauces, per doz. quarts	1s	4s	4s	4s	12½ p.c.	4s	6s	10 p.c.
do pints	6d	2s	2s	2s	12½ p.c.	3s	3s	10 p.c.
do smaller	6d	1s	1s 6d	1s	12½ p.c.	2s	1s 6d	10 p.c.
Seeds, grass	Free.	Free.	Free.	25 p.c.	Free.	Free.	Free.	Free.
garden, unenumerated	Free.	Free.	10 p.c.	25 p.c.	Free.	Free.	Free.	Free.
Seltzogenes	10 p.c.	6d c. ft.	15 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.

Playing Cards, Victoria—In sheets, 2s. 6d. per doz. packs; others, 3s. per doz. packs.

Rope, Victoria—Coir, 5 s. per cwt.; other, 12s. per cwt. South Australia—Coir, 5s. per cwt.; galvanized an iron, 3s. per cwt.; other, 11s. per cwt.

Rice, Victoria—Undressed, to be manufactured in bond, 4s. per 100 lbs.; other, 6s.; to be manufactured into starch, free; paddy, 6s. per 100 lbs.

Plants and trees, Tasmania—Fruit trees, 2s. each; others, free

Sashes, Window, Victoria—Glazed, 3s per pair; unglazed, 2s per pair. South Australia—Up to 1¼ in., 4s. per pair; over 1¼ in., 6 s. per pair. New Zealand—Glazed, 4s. per pair; unglazed, 2s. per pair.

## Mission to Australia.

Article.	N. S.W.	Vic.	S.A.	Q.	W.A.	Tas.	N.Z.	Fiji.
Seltzerwater *(pints).....*	6d doz.	10 p.c.	20 p.c.	25 p.c.	20 p.c.	15 p.c.	20 p.c.	2s gall.
Shellac.....	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	15 p.c.
Shingles.....	1s 1000	9d 1000	6d 1000	25 p.c.	12½ p.c.	15 p.c.	2s 1000	s 1000
Shot.....	5s cwt.	1d lb.	4/6cwt.	1d lb.	5s cwt.	1d lb.	10s cwt.	5s cwt.
Sieves.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	12½ p.c.
Silk and manufactures containing silk.....	15 p.c.	25 p.c.	15 p.c.	15 p.c.	12½ p.c.	20 p.c.	25 p.c.	12½ p.c.
Skins and hides, raw.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Skittles.....	10 p.c.	25 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Slates, school.....	Free.	Free.	Free.	Free.	12½ p.c.	15 p.c.	Free.	10 p.c.
roofing.....	10 p.c.	35 p.c.	20 p.c.	25 p.c.	20 p.c.	15 p.c.	Free.	5 p.c.
slab, unwrought.....	Free.	Free.	1s c. ft.	5 p.c.	12½ p.c.	Free.	5 p.c.	5 p.c.
wrought.....	10 p.c.	35 p.c.	20 p.c.	25 p.c.	20 p.c.	15 p.c.	20 p.c.	5 p.c.
Soap.....	3s cwt.	2d lb.	1d lb.	10s cwt.	3s cwt.	1d lb.	5s cwt.	1d lb.
powder.....	10 p.c.	20 p.c.	2d lb.	2d lb.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
fancy and perfumed.....	2d lb.	4d lb.	4d lb.	3d lb.	20 p.c.	3d lb.	25 p.c.	15 p.c.
Sofa springs.....	10 p.c.	35 p.c.	Free.	25 p.c.	12½ p.c.	Free.	20 p.c.	12½ p.c.
Soda crystals.....	2s cwt.	2s cwt.	2s cwt.	2s cwt.	2s cwt.	4d lb.	2s cwt.	1s cwt.
Specimens of natural history.....	Free.	Free.	Free.	Free.	Free.	Free.	Free.	Free.
Spices.....	Free.	2d lb.	2d lb.	3d lb.	3d lb.	4d lb.	(note)	3d lb.
Spirits, proof.....	14s gal.	15s gal.	14s gal.	14 gal.	15s gall	15s gall	(note)	14s gall
perfumed.....	20s gal.	24s gal.	24s gal.	20 gal.	12½ p.c.	24s gall	(note)	14s gall
methyiated.....	1s gal.	1s gal.	3 gal.	(note)	1s gall.	3s gall.	1s gall.	1s gall.
cordials and liqueurs.....	14s gal.	15s gal.	14 gal.	14 gal.	15s gall	15s gall	(note)	14s gall
brandy colouring.....	14s gal.	15s gal.	14 gall.	14 gall.	15s gall	15s gall	(note)	14s gall
Spokes, dressed *(100 feet).....	*3s	35 p.c.	25 p.c.	5 p.c.	12½ p.c.	*2/6	15 p.c.	12½ p.c.
hewn and sawn (*100 feet).....	*1/6	100	(note)	5 p.c.	12½ p.c.	*2/6	Free.	10 p.c.
Sponge.....	Free.	Free.	10 p.c.	15 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Sporting powder.....	3d lb.	3d lb.	3d lb.	1d lb.	4d lb.	6d lb.	6d lb.	6d lb.
Springs, patent door.....	10 p.c.	35 p.c.	Free.	15 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Spruce beer, in bulk.....	6d gall.	1s gall.	1s gall.	1s gall.	1s gall	1s gall	1/6 gall	9d gall
in bottle.....	9d gall	1/6 gall	1s gall	1/3 gall	1s gall	1/6 gall	1/6 gall	1s gall.
Staples, door and gate.....	10 p.c.	35 p.c.	25 p.c.	15 p.c.	10s ton	15 p.c.	20 p.c.	12½ p.c.
Starch.....	1d lb.	2d lb.	2d lb.	2d lb.	12½ p.c.	1d lb.	2d lb.	1d lb.
Stationery.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	(note)	10 p.c.
Stearine.....	1d lb.	2d lb.	1d lb.	1½ lb.	Free.	Free.	1½ lb.	5 p.c.
Steel wire rope.....	Free.	12s cwt.	Free.	Free.	5 p.c.	Free.	Free.	1s cwt.
Stereoscopes and views.....	10 p.c.	35 p.c.	15 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Stone, wrought.....	10 p.c.	35 p.c.	20 p.c.	25 p.c.	20 p.c.	15 p.c.	20 p.c.	5 p.c.
unwrought.....	Free.	Free.	1s c. ft.	15 p.c.	12½ p.c.	Free.	5 p.c.	5 p.c.
Stoneware.....	10 p.c.	8d c. ft.	20 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Stoves.....	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Sugar, raw.....	5s cwt.	(note)	3s cwt.	5s cwt.	4s cwt.	(note)	4d lb.	5 p.c.
refined.....	6/8cwt.	(note)	3s cwt.	6/8cwt.	4s cwt.	(note)	4d lb.	5 p.c.
Sulphur.....	Free.	Free.	Free.	5 p.c.	Free.	15 p.c.	6d cwt.	5 p.c.
Syrups, per doz. quarts.....	1s 6d	20 p.c.	20 p.c.	7/6 cwt.	12½ p.c.	15 p.c.	20 p.c.	2s gall.
do pints and smaller.....	9d	20 p.c.	20 p.c.	7/6 cwt.	12½ p.c.	15 p.c.	20 p.c.	2s gall.
Tallow.....	Free.	Free.	Free.	1½ lb.	12½ p.c.	Free.	Free.	5 p.c.
Tanks, iron.....	10 p.c.	35 p.c.	Free.	8s ea.	12½ p.c.	15 p.c.	(note)	10 p.c.
galvanized.....	3s cwt.	35 p.c.	25 p.c.	8s ea.	12½ p.c.	15 p.c.	25 p.c.	12½ p.c.
Tapioca.....	Free.	2d lb.	Free.	1d lb.	1d lb.	2d lb.	Free.	1d lb.
Tea.....	Free.	3d lb.	3d lb.	(note)	4d lb.	3d lb.	6d lb.	3d lb.
Timber, architraves, 100 ft. sup.....	3s.	(note)	(note)	25 p.c.	20 p.c.	20 p.c.	4s.	10 p.c.
battens.....	1s 6d.	4s.	(note)	1s 3d.	12½ p.c.	2s 6d.	2s.	1s 6d.
boards, rough.....	1s 6d.	Free.	1s 6d.	1s 6d.	12½ p.c.	5s.	2s.	1s 6d.
dressed.....	3s.	1s 6d.	1s 6d.	3s.	20 p.c.	2s 6d.	4s.	2s.

Spices, New Zealand—Unground, 2d. per lb.; ground, 4d. per lb.

Spirits, perfumed and other, New Zealand—In bulk, 15s. per gal.; in bottle, 16s. per gal. Queensland

—Methyiated, colonial, 2s. per gal.; foreign, 5s. per gal.

Spokes, hewn and sawn, South Australia—2s. 6d. per load of 40 cubic feet.

Stationery, New Zealand—Manufactured, 25 per cent; unmanufactured, 15 per cent.

Sugar, Victoria—The produce of sugar cane, 6s. per cwt.; if for refining in the colony, 4s. per cwt.; the produce of beet root or other article, and refined, 12s. per cwt. Tasmania—crushed and loaf, 1d. per lb.; others, 6s. per cwt.

Tanks, iron, New Zealand—Of 200 galls. 5s. each; of more than 200 galls., 10s. each.

Tea, Queensland—In bulk, 6d. per lb.; in packets, 8d. per lb.

Timber, architraves, Victoria—Up to 3 inches, 4s. per 100 feet linear; more than 3 inches, 7s. per 100 feet linear. South Australia—Up to 3 inches, 4s. per 100 feet linear; more than 3 inches, 7s. per 100 feet linear.

Battens, South Australia—2s. 6d. per load of 40 cubic feet.



Article.	N. S.W.	Vic.	S.A.	Q.	W.A.	Tas.	N.Z.	Fiji.
Timber, cedar in log, 100 ft. sup.	1s 6d.	Free.	Free.	1s 6d.	12½ p.c.	Free.	Free.	1s 6d.
cut	3s.	(note)	(note)	1s 6d.	12½ p.c.	(note)	2s.	1s 6d.
deals	1s 6d.	Free.	(note)	1s 6d.	12½ p.c.	Free.	2s.	1s 6d.
doors and sashes.	2s each	(note)	(note)	4s ea.	20 p.c.	20 p.c.	(note)	10 p.c.
laths	9d 1000	5s 1000.	1s 1000	25 p.c.	20 p.c.	15 p.c.	2s 1000	2s 1000
logs, per 100 ft. sup.	1s 6d.	Free.	Free.	1s 6d.	12½ p.c.	Free.	Free.	1s 6d.
mouldings	3s	(note)	(note)	25 p.c.	20 p.c.	20 p.c.	4s.	10 p.c.
palings and pickets.	1s 100	(note)	6d 100	25 p.c.	20 p.c.	15 p.c.	2s 100	2s 100
posts and rails, rough, 100 ft. sup.	1s 6d.	Free.	10 p.c.	25 p.c.	12½ p.c.	Free.	2s.	1s 6d.
sawn,	1s 6d.	Free.	10 p.c.	25 p.c.	12½ p.c.	1s 6d.	4s.	1s 6d.
planks, per 100 ft. sup.	1s 6d.	Free.	(note)	1s 6d.	12½ p.c.	Free.	2s.	1s 6d.
shingles	1s 1000	9d 1000	6d 1000	25 p.c.	12½ p.c.	15 p.c.	2s 1000	2s 1000
skirtings, per 100 ft. lin.	3s.	7s.	7s.	25 p.c.	20 p.c.	20 p.c.	4s.	10 p.c.
sleepers, per 100 ft. sup.	1s 6d.	Free.	Free.	25 p.c.	12½ p.c.	Free.	2s.	1s 6d.
spars	1s 6d.	—	(note)	25 p.c.	12½ p.c.	1/6&2/6	2s.	1s 6d.
squares	1s 6d.	(note)	Free.	1s 6d.	12½ p.c.	1/6&2/6	2s.	1s 6d.
Tiles, flooring and others.	10 p.c.	8d c. ft.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	5 p.c.
Tin, block and sheet	Free.	Free.	Free.	Free.	5 p.c.	Free.	Free.	10 p.c.
plates	Free.	Free.	Free.	Free.	5 p.c.	Free.	Free.	10 p.c.
plates, decorated.	10 p.c.	Free.	Free.	Free.	5 p.c.	15 p.c.	Free.	10 p.c.
Tin foil	Free.	Free.	Free.	15 p.c.	5 p.c.	Free.	Free.	5 p.c.
Tinware	10 p.c.	35 p.c.	25 p.c.	25 p.c.	20 p.c.	15 p.c.	25 p.c.	10 p.c.
Tobacco, manufactured	3s lb.	3s lb.	2.9 lb.	3s lb.	3s lb.	3s lb.	3.6 lb.	3s lb.
cigars and cigarettes	6s lb.	6s lb.	6.3 lb.	6s lb.	5s lb.	7s lb.	7s lb.	5s lb.
destroyed for sheepwash	3d lb.	Free.	Free.	2s lb.	3d lb.	15 p.c.	Free.	1s lb.
snuff	3s lb.	3s lb.	6s lb.	5s lb.	5s lb.	6s lb.	7s lb.	2s lb.
unmanufactured	1s lb.	1s lb.	1.7½ lb.	2s lb.	2s lb.	3s lb.	2s lb.	1s lb.
Tobacconists' ware, unenumerated	10 p.c.	10 p.c.	15 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Tools, artificers', unenumerated	Free.	Free.	Free.	Free.	12½ p.c.	5 p.c.	Free.	Free.
Toys	10 p.c.	10 p.c.	15 p.c.	25 p.c.	12½ p.c.	20 p.c.	20 p.c.	10 p.c.
Treacle and molasses.	3.4 cwt.	3s cwt.	3s cwt.	7.6 cwt.	4s cwt.	3.6 cwt.	4d lb.	3s cwt.
Turnery	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Turpentine	Free.	6d gall.	6d gall.	6d gall.	6d gall.	1s gall.	6d gall.	1s gall.
Tweed and cloth in the piece.	10 p.c.	40 p.c.	15 p.c.	15 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Twine, shop	3s cwt.	2½ lb.	2d lb.	1½ lb.	5 p.c.	1d lb.	20 p.c.	10 p.c.
for reapers and binders and seaming	Free.	Free.	2d lb.	1½ lb.	5 p.c.	Free.	15 p.c.	10 p.c.
Type, printers	10 p.c.	Free.	Free.	25 p.c.	5 p.c.	Free.	Free.	10 p.c.
Umbrellas	10 p.c.	(note)	20 p.c.	25 p.c.	12½ p.c.	20 p.c.	20 p.c.	10 p.c.
parts	10 p.c.	(note)	Free.	Free.	12½ p.c.	5 p.c.	20 p.c.	10 p.c.
Varnish, containing spirit..	2s gall.	2s gall.	6d gall.	25 p.c.	12½ p.c.	1/6gall.	1/6gall.	2s gall.
other	1s gall.	2s gall.	6d gall.	25 p.c.	12½ p.c.	1/6gall.	1/6gall.	2s gall.
Vegetables, fresh	6d cwt.	Free.	10 p.c.	25 p.c.	12½ p.c.	Free.	20 p.c.	5 p.c.
preserved	1d lb.	3d lb.	2d lb.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Vermicelli	Free.	2d lb.	2d lb.	2d lb.	12½ p.c.	2d lb.	Free.	3d lb.
Vestas and matches *(see matches)..	Free.	*	*	25 p.c.	12½ p.c.	*	*	10 p.c.
Vinegar	6d gall.	6d gall.	9d gall.	(note)	6d gall.	1s gall.	6d gall.	6d gall.
Watches	15 p.c.	20 p.c.	15 p.c.	25 p.c.	12½ p.c.	20 p.c.	20 p.c.	20 p.c.
Wax, vegetable	1d lb.	Free.	Free.	25 p.c.	12½ p.c.	15 p.c.	1½d lb.	5 p.c.

Cedar, cut, Victoria—Up to 7 inches by 2½ inches, 4s. per 100 feet super; larger, free. South Australia—Up to 1½ inch, 1s. 6d. per 100 feet super; larger, 2s. 6d. per load of 40 cubic feet. Tasmania—Up to 3 inches, 1s. 6d. per 100 feet super; over 3 inches, 3s. per 100 feet super.

Deals, South Australia—2s. 6d. per load of 40 cubic feet.

Doors and sashes, Victoria—Doors, under 1½ inches, 5s. each; 1¾ inches, 7s. 6d. each; over 1¾ inches, 10s. each; sashes, unglazed, 2s. per pair; glazed, 3s. per pair. South Australia—Under 1½ inches, 5s. each; 1¾ inches, 7s. 6d. each; over 1¾ inches, 10s. each; sashes, under 1½ inches, 4s. per pair; over 1½ inches, 6s. per pair. New Zealand—Doors, plain, 2s. each; glazed, with ornamental glass, 4s. each; sashes plain, 2s. per pair; glazed, 4s. per pair.

Mouldings, Victoria—Up to 3 inches, 4 s. per 100 feet linear; over 3 inches, 7s. per 100 feet linear.

South Australia—3 inches, 4s. per 100 feet linear; over 3 inches, 7s. per 100 feet linear.

Palings and pickets, Victoria—Palings, 9d per 100; pickets, undressed, 6d. per 100; dressed, 6s. 6d. per 100.

Planks, South Australia—2s. 6d. per load of 40 cubic feet.

Spars, South Australia—2s. 6d. per load of 40 cubic feet.

Squares, Victoria—Up to 7 inches by 2½ inches, 2s. 6d. per 100 feet super; larger, free; hardwood, 4s. per 100 feet super.

Umbrellas and umbrella parts, Victoria—Silk or silk mixture, 2s. 6d. each; others, 1s. each.

Vinegar, Queensland—In bulk, 9d. per gall.; in bottle, 1s. per gall.

## Mission to Australia.

Articles.	N. S. W.	Vic.	S. A.	Q.	W. A.	Tas.	N. Z.	Fiji.
Wax, enamelling and modelling . . . . .	1d lb.	Free.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	1½d lb.	5 p.c.
paraffine . . . . .	Free.	Free.	1d lb.	25 p.c.	Free.	Free.	1½d lb.	5 p.c.
Wheelbarrows, wood . . . . .	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
White lead, dry . . . . .	1/6 cwt.	2s cwt.	2s cwt.	3s cwt.	12½ p.c.	½d lb.	2s cwt.	10 p.c.
mixed in oil. . . . .	3s cwt.	2s cwt.	2s cwt.	3s cwt.	12½ p.c.	½d lb.	Free.	5 p.c.
Whiting . . . . .	10s ton.	Free.	10 p.c.	7/6 ton.	12½ p.c.	15s ton.	20s ton.	10 p.c.
Wickerware . . . . .	10 p.c.	45 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	20 p.c.	10 p.c.
Wine, not containing more than 35 per cent, proof spirit . . . . .	5s gall.	12sgall.	6s gall.	6s gall.	5s gall.	(note)	(note)	(note)
Wine, sparkling . . . . .	10sgall.	15sgall.	10sgall.	10sgall.	7/6gall.	10sgall.	9s gall.	6s gall.
Woodware . . . . .	10 p.c.	35 p.c.	25 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Wool, unmanufactured . . . . .	Free.	Free.	Free.	25 p.c.	12½ p.c.	Free.	Free.	5 p.c.
Berlin and knitting . . . . .	10 p.c.	35 p.c.	25 p.c.	15 p.c.	12½ p.c.	15 p.c.	20 p.c.	12½ p.c.
Yeast powder . . . . .	1d lb.	20 p.c.	10 p.c.	25 p.c.	12½ p.c.	15 p.c.	15 p.c.	10 p.c.
Zinc, sheet . . . . .	Free.	Free.	Free.	Free.	5 p.c.	Free.	Free.	10 p.c.
ingot . . . . .	Free.	Free.	Free.	Free.	12½ p.c.	Free.	Free.	10 p.c.
perforated . . . . .	3s cwt.	35 p.c.	Free.	Free.	12½ p.c.	15 p.c.	25 p.c.	10 p.c.

Wine, Tasmania—In bulk, 6s. per gall. ; in bottle, 8s. per gall. New Zealand—Containing not more than 35 per cent proof spirit, 5s. per gall. ; more than 35 per cent, 6s. per gall. Fiji—Australian, 2s. per gall., others, 4s. per gall.

### NOTE.—*Re* TABULATED TARIFF.

Where the reference mark \* occurs in the centre of the columns the information will be found in the column containing the name of the article ; and where the word (*note*) occurs, the information will be found at the bottom of the page.

## THE PACIFIC CABLE.

In drawing attention to the important subject of a Pacific Cable between Canada and Australia of an exclusively British character, a subject which I was instructed to bring to the attention of the different Colonial Governments, I have first to acknowledge the great assistance rendered by Sandford Fleming, Esq., C.M.G., who accompanied me to Australia. This gentleman having given years of close study and application to the subject of an all British Pacific Cable connecting the two great divisions of the Empire, was able to render invaluable service in bringing the matter intelligently under the notice of the people of the different Australian colonies. It was gratifying to find a very deep interest taken in the success of this project, not only from a desire to be relieved from the monopoly which now exists in cable communication between the colonies and Europe, but on account of its national character, recognizing as they do the importance of direct and immediate communication exclusively through British territory between Great Britain and her outlying colonies, in the event of trouble or international difficulties, a contingency which may arise at any moment.

After much consideration it was deemed advisable to bring the subject in detail and in a formal manner under the immediate notice of the different Governments. The better to do this, Mr. Fleming prepared the memorandum which follows :—

“THE AUSTRALIA” (HOTEL),  
SYDNEY, 11th October, 1893.

The Honourable MACKENZIE BOWELL,  
Minister of Trade and Commerce, Canada.  
(Delegate to the Australian Colonies and New Zealand).

SIR,—Since I arrived in Sydney I have obtained through the courtesy of the Premier and Postmaster General full statistics respecting telegraphy between the Australian Colonies and Great Britain. Thus enabled to present my views on the matter of the Pacific Cable, based on the latest ascertained facts, I beg leave to submit the following memorandum for the information of yourself and the several Governments.

I have the honour to be, sir,  
Your obedient servant,

SANDFORD FLEMING.

## MEMORANDUM ON THE PACIFIC CABLE.

SYDNEY, NEW SOUTH WALES,  
11th October, 1893.

The printed proceedings of the Postal and Telegraph Conference, held in Brisbane in March last, reached Canada a few weeks back. The resolution passed by the Conference, expressing the opinion that the time has arrived when a cable should be established to Vancouver, was welcomed with peculiar satisfaction by those who for years have looked forward to the prospect of having the two countries connected telegraphically. The debate, however, by members of the conference, together with letters attached to the proceedings, gave rise to misgivings, which were in no way lessened when a copy of the agreement between the French Government and the New Caledonia Cable Company was subsequently received from Europe.

As one who has taken an active interest in the proposal to connect Australia and New Zealand with Canada by a Pacific Cable, I have been impelled by a sense of duty to

## Mission to Australia.

visit these colonies at this juncture to inquire into all the circumstances, and, if the facts appeared to require it, to submit a respectful representation on the subject, and to appeal with all the earnestness I can command against a contemplated step which, if carried out, would, in my humble judgment, greatly lessen the commercial utility of the Pacific Cable, and render it comparatively valueless as a national undertaking.

Before leaving Canada I gathered from the proceedings of the Postal Conference, and the papers appended thereto, and I learn from other public documents since my arrival in Sydney, in substance as follows :—

(1.) It is designed that the cable from Queensland to New Caledonia shall form the first link of the Trans-Pacific Cable, and that it is the intention of the company to proceed section by section as further subsidies are obtained.

(2.) An opinion is expressed in some quarters that it is impossible to lay a cable through the Pacific Ocean from any part of Australia or New Zealand to Canada without landing at some places such as New Caledonia, Samoa, and Hawaii, where British influence is not supreme.

(3.) From the fact that the lines of the Eastern and Eastern Extension cable system touch foreign soil at several points, it has been urged that the Pacific Cable, landing at New Caledonia, would be in no worse position than the present line of telegraph between Australia and England.

In considering these points, I would first direct attention to the character of the agreement between the French Government and the Société Française des Télégraphes Sous-Marins, dated 3rd February, 1893, subsequently ratified by the Parliament of France.

I beg leave to submit a translation of the following five articles of this agreement :—

Working, maintenance, and organization to be subject to control of the French Under Secretary of State.

Article III.—As far as the establishment and maintenance of the proposed cable, as well as the organization of the service, the fixing and collecting of rates, the control, the relations with the public and the connection of the new line at either end with submarine or land line systems is concerned, the Société Française des Télégraphes Sous-Marins shall observe the table of rules and obligations approved by the Under Secretary of State for the Marine Department and the Colonies, all the clauses and conditions of which it accepts as having the same force as the terms of this agreement.

Company to have offices in France, cable to be made in France, and to be laid, worked, and controlled entirely by French subjects.

Article V.—The Society agrees to have its head office in France, to engage French administrators only, to have the cable manufactured by French employees in works situated on French territory, and to guarantee the laying of the cable by a French ship and crew.

Society not to cede any rights of this agreement or to amalgamate with other company unless the permission of the French Government be first obtained.

Article VI.—The Society shall not, without the expressed written consent of the French Government, cede any of the rights resulting from the present agreement, nor lease its lines or amalgamate its interest with those of any other company.

Transit rate, Australia to New Caledonia, to be fixed by the French Government and the Society. Maximum rate to equal 90 centimes per word.

Article X.—The transit rate over the cable between Australia and New Caledonia shall be mutually agreed upon by the French Government and the Society. The maximum rate shall be 90 centimes a word.

Disputes to be settled by Council of State.

Article XII.—Any dispute as to the interpretation of the non-performance of these presents arising between the Government, of the one part, and the Société des Télégraphes Sous-Marins, or persons claiming under them, of the other part, shall be decided by the Council of State.

These provisions of the agreement make it plain that the telegraph from Queensland to New Caledonia will be under the absolute control of the French Government, and hence no parallel can be instituted between the new line across the Pacific, as contemplated by its promoters, and the Eastern and Eastern Extension system. The lines of that system certainly pass over portions of foreign soil, but it cannot be held that any foreign power controls the administration and management of the company's affairs. Moreover, if, owing to unavoidable geographical reasons, the wires of the Eastern and

Eastern Extension Telegraph Company necessarily touch territory which is not British, the more is it to be desired that Australia should be connected with the mother country by a line of communication which nowhere would pass over the soil of another nation, or in any sense be subject to the dictates of a foreign power.

The Pacific cable, as originally projected and advocated for many years, has been designed to connect the two greatest divisions of the British Colonial Empire—Australia and Canada—by a route substantially British throughout. Unless such a route be physically impossible, it would, in my judgment, be unwise in the last degree to place the first section of this undertaking absolutely under the control of a foreign power.

I venture to think it can be indisputably established that there is more than one route from Australia and New Zealand to Canada eligible for a British cable; that there is no necessity whatever for landing at New Caledonia, Samoa, or Hawaii, or, indeed, at any island occupied by natives who are not already wholly under British protection. I beg leave to describe several of such routes or combination of routes:—

*Route No. 1.*

Commencing at Vancouver Island, the cable would extend to Fanning Island, thence to the nearest island of the Fiji Group. From Fiji it may run direct to New Zealand, and thence to the Australian Continent; or it may run first to Norfolk Island, and from that point bifurcate to the northern part of New Zealand, and to a convenient point near the boundary between New South Wales and Queensland.

*Route No. 2.*

From Vancouver Island the cable would be laid to a small unoccupied island indicated on the charts as Necker Island, favourably situated about 240 miles westward from the Hawaiian Group. From Necker Island the cable would extend to Fiji, and thence, as in route No. 1, to New Zealand and Australia.

*Route No. 3.*

As in route No. 2, the cable would extend from Vancouver Island to Necker island, thence to Onoatoa or some one of the eastern islands of the Gilbert Group. From this station in the Gilbert Group two branches would extend, one to Queensland and the other to New Zealand. The Queensland branch would touch at San Christoval Island in the Solomon group, and terminate at Bowen, connecting at that point with the land lines, easterly to Brisbane and Sydney, westerly to the Gulf of Carpentaria, where a connection may be formed with the Port Darwin-Adelaide Trans-continental telegraph, leading to Victoria, Tasmania, South and West Australia. The New Zealand branch of this route would find a mid-station on Viti Levu, the southern island of the Fiji group.

*Route No. 4.*

As in routes Nos. 2 and 3, the cable would be laid from the northern terminal point to Necker Island. From Necker Island it would extend in a direct course to Bowen, touching at Apamana—a central island of the Gilbert group—and at San Christoval, of the Solomon group. At Bowen, this route may, as in the case of route No. 3, connect with Melbourne, Adelaide, Tasmania, by the South Australian over-land line. Route No. 4 is probably the shortest possible line that can be drawn on the surface of the globe between any part of Canada and any part of continental Australia. It has the disadvantage of excluding from its telegraph service the Fiji Islands and New Zealand. To connect the latter colony a special cable from Queensland or New South Wales would be required. The Fiji Islands, however would remain without a telegraph by this route.

## Mission to Australia.

The distance by each route is ascertained to be as follows (details are appended):—

Route No. 1—Including both branches from Norfolk Island to New Zealand and Australia—.....	7,145 knots.
Route No. 2—Including branches to New Zealand and Australia .....	7,175 “
Route No. 3—Including both branches to Queensland and New Zealand from the Gilbert Group.....	8,264 “
Route No. 4—Vancouver to Bowen.....	6,244 “
Route No. 4A—Vancouver to Bowen, with a special cable from the mainland to New Zealand.....	7,310 “

### COST OF THE NEW CABLE.

In estimating the cost of a cable there are various circumstances which require to be considered. One of the most important is the allowance for slack. It is customary to add an allowance to the ascertained superficial distance of 20 per cent, in order that the cable may be safely laid at all depths and under all conditions likely to arise. This practice has been followed in estimating the cost of establishing a cable by each route. In the case of route No. 1 a special allowance is made on account of the unusually long section between Vancouver and Fanning Island. In each case the estimate is intended to cover the cost of cables of the best type manufactured :—

Route No. 1, estimated cost completed.....	£ 1,978,000
do 2, do do .....	1,585,000
do 3, do do .....	1,825,000
do 4, do do .....	1,380,000
do 4a, do do .....	1,610,000

Having pointed out that there is a choice of routes for an essentially British cable across the Pacific, and presented estimates of cost, which I believe to be fairly reliable, I ask permission to add a few remarks bearing on the means which may be taken to carry out the undertaking.

There are two ways by which the object may be accomplished. First, through the agency of a company liberally subsidized. Second, as a public work under Government control. I have given this question much consideration, and year by year I have become more and more firmly convinced that if economy, low rates for telegraphy, and the highest efficiency be desired, the latter means of establishing the cable is undoubtedly the best. Promoters of companies generally desire to make large sums of money. The policy of companies is to obtain from the public as large profits as possible, while that of Governments is to accommodate and benefit the public in every possible manner by reducing the rates to the lowest practicable point, and by giving the most efficient service. The principle of ownership of telegraphs by Government is not new. It has long been adopted in the United Kingdom, in India, in these colonies, and elsewhere, and in every case I am aware of, where the principle has been tried, the public has derived the greatest advantage.

Various efforts have been made during the past ten years to have the Pacific cable established by a subsidized company, but no company has offered to carry out the undertaking for a less subsidy than £75,000 a year, continued for a period of twenty-five years. It can be indisputably shown that under the plan of Government ownership, a much less annual payment, for a very much shorter period will suffice. Moreover, when established, the cable will be public property, controlled by Government for the public benefit.

The proposal then is that Australia, New Zealand, Fiji, and Canada, should be joint owners of the Pacific cable, and that it should be established and worked as a public undertaking for the common good. There is one difficulty to be met at the outset. Certain of the Australian Governments are under obligations to pay an annual subsidy of £32,400 to the Eastern Extension Company until May, 1899, and, in con-

sequence, they may not consider themselves in a position to co-operate on equal terms with the other Governments concerned in establishing a new line. This difficulty is not, however, insuperable, and in my judgment it can most readily be overcome by providing out of capital at annuity to meet the subsidy as it annually becomes due. By this arrangement the liability of New South Wales, Victoria, South Australia and Western Australia to the Eastern Extension Telegraph Company would be practically removed, and these colonies would be free to enter with Queensland, New Zealand, Fiji, and Canada into a joint agreement to accomplish the establishment of the Trans-Pacific telegraph. As will hereafter be seen, the annuity so provided to extinguish the subsidy of £32,400 a year would be met by profits accruing from the new cable. Meanwhile, all liability incurred in the raising of capital would be borne in equitable proportions by all the co-operating Governments.

To illustrate the proposal set forth, let us assume that the cable itself, say on route No. 2, requires an expenditure of . . . . .	£1,600,000
To this capital add the sum needed to purchase an annuity to meet the annual subsidy of £32,400 from May, 1894, to May, 1899—five years . . . . .	145,000
Total . . . . .	£1,745,000

This total capital raised on the joint guarantee of the Australian Colonies, New Zealand, and Canada could be placed at the low rate of 3 per cent, making a total charge of £52,350 per annum.

This interest charge is less than the lowest subsidy asked by a company, and I shall establish, by the strongest possible evidence, that unlike a subsidy for a fixed period of twenty-five years, long before the expiry of that period, the whole interest will be met by surplus revenue.

#### COST OF WORKING.

I have obtained estimates from the best authorities, of the cost of working the Pacific cable under Government. These estimates range from £45,000 to £60,000 per annum, and include the salaries of superintendents, electricians, and operators, two steamers for current repairs, and all necessary expense at terminal and mid-ocean stations. As it is desirable to have adequate allowance for every service, it is expedient to base our calculations on the highest estimate (£60,000) as the total cost of working the cable. £60,000 will accordingly be a first charge on the revenue, and it will remain a constant charge whatever the volume of business, whether five million words per annum or half a million only.

#### RENEWAL FUND.

Next to working expenses there should be an annual charge on revenue for renewals. It is proposed, therefore, to place to a cumulative reserve the sum of £32,000 a year, equal to 2 per cent on the entire cost of the cable. This provision is considered ample until the earning qualities of the cable come to be thoroughly established.

#### REVENUE.

In many cases it is difficult, owing to the lack of information, to form estimates of the probable revenue of a projected undertaking. In this instance, however, the best data is available for our guidance. We have the published statistics of telegraph business by the existing line between Australia and Europe for a number of years, and it is fair to assume that on the establishment of the Pacific cable, rates and all other things being equal, the business will be equally divided between the two lines.

I am unable to ascertain the business for the past year, but I gather from the published returns that the number of words transmitted in the year ending May 1st, 1892, was 1,275,191. If we divide this into equal parts we have 637,595 words as a basis for estimating the revenue of the Pacific cable.

## Mission to Australia.

In examining the returns for previous years some striking peculiarities are apparent. During the eight years from 1882 to 1890 the telegraph business between the Australian Colonies and Great Britain increased on an average 54,441 words each year, equal to 14 per cent per annum. This may be viewed as the normal increase under a high tariff, inasmuch as throughout these eight years the charges on ordinary messages were never less than 9s. 4d. per word. On May 1st, 1891, the rate was reduced from 9s. 4d. to 4s. per word, and within the twelve following months the business increased by 448,913 words—an increase of 54 per cent on the business of the previous year, and 831 per cent over the normal annual increase during the preceding eight years. The further expansion of business will no doubt for the present be disturbed and retarded by an increase in the charges on messages on the 1st January last; but there remains the experience of the year 1891-92 to establish the remarkable effect of a low tariff in stimulating telegraphy. In that single year the increase in the number of words transmitted under a 4s. rate was greater than the growth of the business during the whole of the preceding eight years under a 9s. 4d. rate.

One of the direct benefits to the public from the government ownership of the Pacific cable will be the reduction in charges for transmitting messages. I have already mentioned that with a full and efficient staff, such as the estimate for working expenses provides for, it will cost no more to do a large business than a small. There will, therefore, be no reason for preventing the freest expansion of telegraphy by the new line by lowering the charges. In my humble opinion, the rates across the Pacific should be lowered to 2s. per word immediately on the cable being laid, in order that the public may have the advantage of cheaper communication at the earliest moment.

The proposed rate of 2s. per word for transmitting messages across the Pacific would reduce charges between Australia and England to 3s. 3d. in place of 4s. 9d. as at present. Moreover, messages from Australia received at Vancouver would be forwarded to all parts of Canada and the United States for an average charge not exceeding 2s. 9d. per word in place of 6s.—the present charge.

I wish to avoid extravagant statements and too sanguine estimates. I would, in submitting my ideas, particularly desire to keep strictly within reasonable probabilities. If we base estimates on the existing volume of business merely, we must anticipate that there will be no great advance over the business of 1891-92 for a few years if the charges on messages are again raised, as they already have been to some extent. In the calculations which follow, I shall, therefore, assume the business to be at a standstill for three years; that is to say, I shall assume that the business in 1894 will not be greater in volume than it was in 1891-92, and that thenceforth the normal increase of not more than 14 per cent per annum shall apply. The number of words transmitted in 1891-92 was 1,275,191. It is assumed that the Pacific cable would, if in operation in 1894 obtain one-half of this business. \*

Year.	Number of words per annum.	Earnings of the cable at 2s. per word.	Year.	Number of words per annum.	Earnings of the cable at 2s. per word.
		£			£
1894. . . . .	637,535	63,759	1900. . . . .	1,173,176	117,318
1895. . . . .	726,858	72,686	1901. . . . .	1,262,439	126,244
1896. . . . .	816,122	81,612	1902. . . . .	1,351,703	135,170
1897. . . . .	905,386	90,539	1903. . . . .	1,440,967	144,097
1898. . . . .	994,649	99,465	1904. . . . .	1,530,230	153,023
1899. . . . .	1,084,913	108,391			

\* At the date of going to press (May 1894) it has been ascertained that the traffic for 1893 between Europe and Australia consisted of 1,306,716 words, showing that Mr. Fleming's estimate is considerably within actual results. If merely the normal increase of 14 per cent under a high tariff be added to existing business the number of words for 1894 in the table of estimated earnings which follows should be 744,828 in place of 637,599 and the earnings for the same year £74,483 in place of £63,759. Thus establishing that the estimates of revenue presented in this memorandum are in no way exaggerated.



It is scarcely likely that the Pacific cable will be established before the year 1896. The above estimate shows that in the year following (1897) the revenue from the cable would be £90,539, a sum equal to the whole working expenses, together with £30,539 for the renewal fund.

In the five following years, the revenue, in addition to paying working expenses and providing for gradually reducing the interest charges would finally in 1903, within about seven years after the completion of the undertaking, be sufficient to meet every current charge, and the contributing Governments would practically be relieved from further liability. Not only would all fixed charges be then met, but in succeeding years the productive capacity of the undertaking would yield an annually increasing surplus, to be dealt with as the co-operating governments may determine.

If instead of a 2s. rate we reckon the same business for each year at an additional 6d. per word, or 2s. 6d. in all, a charge on messages across the Pacific, which would still be considered comparatively low, we have as follows :—†

Year.	Earnings of the cable 2s. 6d. per word.	The fixed Charges, including working expenses, renewal fund, and interest, being in all £144,350 per annum.	
		Deficiency.	Surplus.
	£	£	£
1897.....	113,173	31,177	.....
1898.....	124,331	20,019	.....
1899.....	135,489	8,861	.....
1900.....	146,647	.....	2,297
1901.....	157,805	.....	13,455
1902.....	168,963	.....	25,613
1903.....	180,121	.....	35,771
1904.....	191,279	.....	46,929
1905.....	202,437	.....	58,087
1906.....	213,595	.....	69,245

This last estimate gives the result for the first ten years' operation of the cable based on a 2s. 6d. rate and a low normal increase. It shows that the revenue for the first year would be sufficient to pay the whole interest on capital in addition to working expenses and provisions for renewal fund, and that the co-operating Governments would together require to pay £31,177 to make up interest. In the following year the deficiency to be made good would be £20,019 ; in the third year, £8,861. A small surplus would result in the fourth year and at the end of ten years there would be an accumulated surplus of over £250,000 after meeting interest on cost and every other change.

#### COMPARISON WITH PRESENT SUBSIDY.

If we compare these estimated results with the sums now paid for the temporary use of the existing telegraph at lower rates than formerly, we shall find everything in favour of an independent cable owned and controlled by Government.

There is first a fixed annual subsidy of £32,400 paid to the Eastern Extension Cable Company by five of the colonies. In addition to this annual payment I find in the Postmaster General's (N.S.W.) Report for 1892 (page 25), that further sums have been paid to the same company, for the past two years, to obtain a reduction in charges from 9s. 4d. to 4s. and 4s. 9d. Under the heading "Cable Guarantee," I find that £27,520 was paid for the year 1891-92, and £21,778 for the year 1892-93. If we add

† As the assumed traffic is found to be considerably within the actual traffic for 1893, the estimate of earnings in the following table should be proportionally increased.

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this guaranteed payment to the subsidy, we find the payments in each case to have been £59,920 and £53,363 made as follows :—

Colony.	Subsidy and Guarantee paid.	
	For year 1891-2.	For year 1892-3.
	£	£
By Victoria.....	25,730	23,048
“ New South Wales.....	23,787	21,126
“ South Australia.....	7,966	7,213
“ Tasmania.....	1,447	1,102
“ Western Australia.....	990	874
Total sum paid.....	59,920	53,363*

\*NOTE.—This does not include £825 paid by New Zealand.

These figures, obtained from official returns, make it clear (1) that the five colonies mentioned have paid, in each of the past two years, to the Eastern Extension Cable Company, (£59,920 and £53,363) sums in excess of the interest (£52,350) on the whole capital required to establish the Pacific Cable, together with the purchase of an annuity to extinguish the subsidy obligations of these five colonies; moreover the liability for interest would not be confined to the five colonies referred to, the intention is that it shall be borne in equitable proportions by all, including New Zealand, Queensland, Fiji and Canada, and in consequence would fall lightly on each. (2) That while at no time would the interest charge, distributed over nine Governments, exceed £52,350, so soon as the cable goes into operation the payments on interest account would gradually be reduced, and in a very few years would be wholly covered by surplus revenue. It is quite true that the guarantee now in force may cease any year by giving notice, and the obligation resting on five colonies to pay the annual subsidy of £32,400 will in any event terminate in 1899; but, without an alternative line under Government control, will not the Eastern Extension Company be in a position to make new demands and raise charges to the old high rates unless an extension of the subsidy be granted them?

### CONCLUSION.

In connection with the estimates of revenue I have pointed out from statistical returns two elements of increase of business—(1) a normal increase under an exceedingly high tariff; (2) a very much greater increase under a lower tariff. There will be a third increase which will be due to the development of traffic with Canada and in bringing the Australian Colonies into direct telegraphic touch with the whole telegraph system of North America. At present telegraphic intercourse is insignificant, but with a 2s. or 2s. 6d. rate across the Pacific in place of a 6s. rate by a circuitous route, the circumstances will be favourable to the growth of telegraph business between the two continents, and, in consequence, the revenue to the Pacific Cable from this source will rapidly develop to large proportions.

In the foregoing estimates of revenue I have reckoned only the normal increase under a high tariff and taken no account of the greater increase which certainly will result from the charges being lowered, as proposed. I have likewise added nothing for the Australasia-North American business, the whole of which would flow to the Pacific cable. I am quite warranted, therefore, in expressing the opinion that the estimates of revenue I have presented are not exaggerated or unreasonable, and that the Pacific cable established by Government in the manner proposed would effect very important results. It would practically extinguish all subsidies now paid and render guarantees unnecessary. It would permanently establish low rates for ocean telegraphy.

It would yield a revenue which, after paying working expenses, and providing for main tenance and renewals, would make good, all interest charges on the whole cost of the undertaking from the beginning, and in a very few years would furnish large surplus earnings. I venture to think, then, that if the resolution passed by the Postal and Telegraph Conference in March last \* be generally assented to in these colonies, the Governments need not hesitate in incurring the comparatively small, almost nominal liability, necessary to secure a telegraph connection across the Pacific, which every British subject will recognize to be of the greatest national and commercial value.

*Appended to above Memorandum.*

DISTANCES by the several routes or combinations of routes referred to in the Memorandum of Mr. Sandford Fleming, October 11th, 1893, on the Pacific Cable.

*Route No. 1.*

	Knots.
Vancouver Island to Fanning Island . . . . .	3,232
Fanning Island to Fiji, North Island . . . . .	1,715
Fiji to Norfolk Island . . . . .	1,022
Norfolk Island to North Cape, New Zealand . . . . .	415
Norfolk Island to Tweed mouth, near boundary New South Wales and Queensland . . . . .	761
Total . . . . .	7,145

*Route No. 2.*

Vancouver Island to Necker Island . . . . .	3,431
Necker Island to Fiji . . . . .	2,546
Fiji to Norfolk Island . . . . .	1,022
Norfolk Island to North Cape, New Zealand . . . . .	415
Norfolk Island to Tweed mouth . . . . .	761
Total . . . . .	7,175

*Route No. 3.*

Vancouver Island to Necker Island . . . . .	2,431
Necker Island to Onoatua (in the Gilbert Group) . . . . .	1,917
Onoatua to S. W. Viti Levu (Fiji Group) . . . . .	980
Viti Levu to North Cape, New Zealand . . . . .	1,004
Onoatua to San Christoval (Solomon Group) . . . . .	953
San Christoval to Bowen, Queensland . . . . .	979
Total . . . . .	8,264

*Route No. 4.*

Vancouver to Necker . . . . .	2,431
Necker to Apamana (Gilbert Group) . . . . .	1,865
Apamana to San Christoval (Solomon Group) . . . . .	969
San Christoval to Bowen, Queensland . . . . .	979
Total . . . . .	6,244

\* *Resolution*—“ That, in the opinion of the Conference, the time has arrived when a second cable route should be established *via* the Pacific to Vancouver, touching at such places *en route* as may hereafter be agreed upon.”

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### *Route No. 4A.*

Vancouver to Bowen, Queensland (same as No. 4).....	6,244
Tweed mouth to North Cape, New Zealand.....	1,066
Total .....	<u>7,310</u>

This document I at once transmitted to the Governments of New South Wales, Victoria, Queensland, South Australia, Western Australia, New Zealand, Tasmania and Fiji, with a covering letter as follows:—

SYDNEY, N.S.W., 12th October, 1893.

To .....

Premier, Colony of .....

SIR,—I am directed by the Hon. Mackenzie Bowell, Minister of Trade and Commerce, Canada, now on a visit to Australia for the purpose of exchanging views upon the matter of trade and telegraphic communication between these colonies and the Dominion of Canada, to inclose to you herewith a copy of a communication received by him from Sandford Fleming, Esq., C.M.G., on the subject of the Pacific Cable.

As Mr. Bowell's stay in these colonies is limited—owing to the meeting of the Canadian Parliament in January—it may not be possible within so short a period to discuss fully these matters with each Government separately. I am directed to ask if your Government would be disposed to send a representative to some central point in the Colonies—to be agreed upon by the Governments—to consider the whole subject. Should this suggestion commend itself to your judgment, Mr. Bowell will be glad to attend any conference which may be arranged.

Mr. Bowell desires it to be understood that the Canadian Government is not committed to any particular scheme for the establishment of Cable communication between the Colonies and Canada, that being a subject for mutual consideration and decision.

I have the honour to be, sir,

Your obedient servant,

(Signed)

J. L. PAYNE,

*Private Secretary.*

The subject of cable communication between Canada and Australia was freely discussed by Mr. Fleming and myself, with the Premiers of the Governments of the different colonies and chambers of commerce in all the great centres of trade which we visited.

It was, however, impracticable at short notice for all the Governments to arrange to send representatives to meet me at some central point as suggested, and as it was not possible for me to remain sufficiently long away from Canada to visit all the different colonies interested and confer with each Government individually, it was proposed to defer full consideration of the details of the subject until the conference, assembled in Canada during the summer of 1894. To this proposal the Governments of the various colonies visited, virtually agreed.

During the discussion in New South Wales and Queensland upon the expediency and feasibility of laying the proposed Pacific Cable, the question of the subsidy which was granted by these colonies in aid of the cable between Queensland and the French Penal Colony of New Caledonia was referred to, and I was assured that that would not in any way interfere with the more important proposition then under consideration. I was informed that the subsidies to the New Caledonian line were given chiefly for local

reasons, and that neither New South Wales nor Queensland were in any way bound to assist an extension of the French line to San Francisco or elsewhere.

In submitting our views on the subject of the cable to the several Governments, we found that they had received documents in a recent despatch from the Colonial Office, London, which by their character and source were by no means helpful to the object of my mission. These documents consisted of a letter from the General Post Office London, of date July, 5th 1893, and a report from the Hydrographer of the Admiralty dated February 28th, 1887. From the copies which I append (Appendices A and B), it will be seen that the documents which confronted us raised difficulties to the establishment of a Pacific Cable, of various kinds—difficulties as to cost, traffic, and revenue, technical difficulties arising out of the physical condition of the ocean, which can only be met by the action of the British Admiralty, and difficulties which can only be set at rest by a thorough nautical survey. After spending a month in Australia Mr. Fleming proceeded direct to London with a request by me when there to make full inquiry into all these alleged difficulties, and ascertain the means by which they could best be obviated if they in reality existed to the extent described. The High Commissioner in London, Sir Charles Tupper, was requested to assist in this important duty, and the Governments of Queensland, New South Wales, Victoria and New Zealand each authorized their respective Agents General to co-operate in the matter.

Soon after Mr. Fleming's return to Canada, he furnished me with the following letter, which to my mind is satisfactory and which will, I feel convinced, be equally reassuring to the Governments of the Australian colonies :—

OTTAWA, 6th February, 1894.

The Honourable MACKENZIE BOWELL,  
Minister of Trade and Commerce.

DEAR SIR,—Referring to the documents respecting the Pacific cable transmitted on September 15th last year from the Colonial Office, London, to the Australian Colonies for the information of the respective Governments, I beg leave to remark as follows :—

1st. With respect to the letter from the Secretary of the General Post Office of date July 5th, 1893.

On careful examination of the scientific calculations, the results of which are presented in the letter referred to, it is with a feeling of regret that I find the statements made, inaccurate and misleading. Calculations based on the most reliable data go to show that to obtain the working speed mentioned, viz., 12 words a minute, the weight of cable on the Vancouver-Fanning section is greatly over-stated. Moreover, I find that the post office authorities are far astray in the question of cost. When in London a few weeks back I made it my special business to consult two of the oldest cable manufacturing companies on this point. I have now received the very best assurances from them that they will be quite prepared to enter into contract to lay cables on the Vancouver-Fanning route or any of the four routes described by me in the memorandum I handed you in Sydney on the 11th of October last at prices under my estimates.

2nd. With respect to the report of Captain Wharton, Hydrographer of the Admiralty, dated February 28th, 1887.

It will be noticed that this report is about seven years old and I need scarcely say that during these seven years much light has been thrown on the advantages of a Pacific cable and the necessity for its establishment. In this report Captain Wharton argues against a Pacific cable and in favour of maintaining telegraphic connection between England and Australia by one route, that is to say, by the lines of the Eastern and Eastern Extension Telegraph Company. Arguments which he used are much the

## Mission to Australia.

same as those advanced by Sir John Pender, chairman of these companies, at the time of the colonial conference of 1887. The arguments were conclusively answered by delegates during the discussions, as the proceedings of the conference clearly show. If further evidence is necessary to bring out the peculiar advantages of a Pacific cable, I may be permitted to refer to the remarks which I submitted, as delegate of the Board of Trade of the city of Ottawa, to the Second Congress of Chambers of Commerce of the Empire held in London in 1892. I venture to add that with the light of added experience and under the new conditions which have sprung up, I doubt if Captain Wharton or any other British officer would write the same report to-day. It seems to me unfair to that gentleman, to reproduce an old document perhaps hastily written with but little data before him, and hold him responsible at this hour for the opinions which he then expressed.

Yours faithfully,

SANDFORD FLEMING.

In this letter Mr. Fleming appears to have effectually met the technical difficulties raised by the chief electrician of the British post office.

With respect to the arguments set forth in the report of the hydrographer of the Admiralty, he points out that the report is of earlier date than the Colonial Conference held in London in 1887, when the same arguments were fully refuted during the discussion. The report of Sir Alexander Campbell to His Excellency the Marquis of Lansdowne, dated July 12th, 1887, is the best authority for stating that the arguments used against the project were conclusively answered seven years ago.

The report of Sir Alexander Campbell is so instructive and generally so important in respect to trade and telegraphic intercourse between Canada and Australia, that I deem it proper to append it hereto in so far as it bears on the subject (Appendix C).

For the same reason I append two other documents intimately bearing on the questions raised. The first is a memorandum by Mr. Fleming, dated September 26th, 1887, respecting the proposed telegraph to connect Australia and India with England by the Canadian route (Appendix D). The second is an address by the same gentleman, to the Second Congress of Chamber of Commerce of the Empire, held in London in 1892 (Appendix E). In the first, his object is to meet difficulties raised by the Imperial Postmaster General in connection with the Eastern Extension Telegraph Company, and in the second he discusses the value of a Pacific cable in the protection of Australian trade and commerce in time of war.

With respect to the nautical survey which has been incidentally mentioned, I have had prepared a statement which I likewise append (Appendix F). This statement shows that the survey commenced in 1888, was stopped in 1890 and has never been resumed. I have pointed out to the Australian Governments the apparent unwillingness of the Admiralty to carry out the necessary nautical examination and that it may be expedient when the conference meets to complete it by other means.

The exclusively French character of the line between Australia and New Caledonia will be learned on reference to the conditions and terms under which the French Government granted aid towards its establishment. I append a translation of the agreement (Appendix G), which, in addition to the fact that the line runs through a foreign country, renders it inadvisable for any British colony to aid the scheme with a view to making it a through cable between Australia and Canada.

A map is attached showing the several routes proposed for steamship and cable service between Canada and Australia.

All of which is respectfully submitted.

M. BOWELL.

OTTAWA, 20th February, 1894.

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## APPENDIX A.

GENERAL POST OFFICE, LONDON, 5th July, 1893.

SIR,—The Postmaster General directs me to reply to your letter of the 3rd December last on the question of the construction of a submarine cable between Vancouver and Australasia.

For a cable to land only on territory under British protection or belonging to the British Crown, the route which would be selected would probably be as follows:—

	Distance in knots.
Victoria, Vancouver Island to Fanning Island.....	3,298
Fanning to Canton Island.....	845
Canton to Fiji.....	1,130
Fiji to the Bay of Islands, New Zealand.....	1,080
	—
	6,353
	==

The total distance is 6,353; but to ascertain the length of cable required, it is necessary to add 20 per cent for slack, making 7,623 knots.

For the sections between Fanning Island and New Zealand the engineer in chief of this department thinks it would suffice to use a cable of which the core would consist of 130 pounds of copper and 130 pounds of gutta percha to the knot; and, with the information at present at his command, he estimates the cost of making and laying it at about £150 per knot, or say £549,900 for the three sections.

On the Vancouver-Fanning section he is of the opinion that, to secure even the moderate working speed of 12 words a minute, the cable must have a core of 940 pounds gutta percha to the knot; and the cost of manufacturing and laying such a cable would probably be about £600 per knot, or say, £2,374,200. The total cost of the whole line from Vancouver to New Zealand would thus be about £2,924,100.

There would be no novelty in laying or maintaining cables of the type required between Fanning and New Zealand; but a cable like that which would be required between Vancouver and Fanning has never yet been laid. The heaviest core in any existing cable contains only 400 pounds copper and 400 gutta percha to the knot. It may well be doubted therefore whether, with existing appliances, the Vancouver-Fanning section could be either laid or maintained.

If it were found possible to establish the communication it would be necessary to its proper maintenance that a ship, especially constructed for the purpose, should be stationed in the Pacific, and that depots of coal, spare submarine cable, and other stores should be established at various points.

As to the financial aspect of the question, it is not possible, where everything is so problematical, to prepare a trustworthy statement. If the charges of telegrams to and from Europe were the same as the charges by the existing route, the annual revenue proper to the new line could scarcely, at first, or indeed for many years exceed £70,000 a year. Interest at 4 per cent on the capital of £2,924,100 would be £116,964, a sinking fund at 4 per cent to replace the capital in 25 years would take £70,000 a year; and the cost of maintenance and working could not well be estimated at less than £40,000 a year. There might thus be annual expense of £227,164 as compared with a revenue of £70,000, leaving a deficiency of £157,164 to be made good by subsidies.

Her Majesty's Government give no subsidy in respect of the existing cables.

If it were not necessary to land the cables in all cases on British territory, a line of communication between North America and Australasia could be established for a



smaller sum. Thus the first section might be laid from Vancouver or from San Francisco to Ohio in the Sandwich Islands, and the core of this section of the cable need not exceed 400 pounds of copper and 400 pounds of gutta percha to the knot.

It seems unnecessary, from the point of view of Imperial interests, to go further into this plan; but it may be well to refer to a misconception on the part of some of those with whom it finds favour. Met with the objection that a cable landed on foreign territory might be of little use for the defence of the Empire, they replied that the difficulty is provided for by an International Convention under which all cables are made neutral in time of war. This is not the case. The only International Convention relating to the protection of submarine cables is that which was made at Paris on the 14th of March, 1884; and if reference be made to the copy of the Convention annexed to the Submarine Telegraph Act, 48 and 49 Vic. ch. 49, it will be seen that it contains no provision for the neutrality of cables.

I am, &c.,

(Signed) J. C. LAMB.

The Under Secretary of State for the Colonies.

## APPENDIX B.

### REPORT BY THE HYDROGRAPHER ON A PROPOSAL TO CONNECT VANCOUVER ISLAND AND NEW ZEALAND BY A SUBMARINE TELEGRAPH CABLE.

Looked at from an Admiralty point of view the sole advantage of a submarine cable across the Pacific would be the power of communication afforded with ships at Honolulu, and the Fijis and surrounding groups. This advantage cannot be considered as, in time of peace, great; and it would not appear in time of war to be important, as the Fijis are the sole possession affected.

From an Imperial point of view any alternative line of communication with our possessions must be of value, but there are grave drawbacks to this present proposal. It has been gradually recognized that in order to minimize the effects of breakdowns on a submarine cable, the individual lengths between the landing places should be as short as possible, in order that the time lost by bridging over a steamer until the repairs can be made good should be reduced to a minimum. Now the proposed line would not only be made up of the longest length of submarine cable known, but the state of trade and the calling places is such that steamers might not be available for temporary service in case of a messenger vessel being required.

From a commercial point of view, its success must depend upon 1st, the amount of traffic likely to be set up between America and Australia, and 2nd, how far the company could afford to compete with the existing line already duplicated. So far as my knowledge goes the half of the present traffic from England and the traffic to accrue from America, would afford a poor prospect of an income without a heavy subsidy from Government, seeing especially the probable difficulties of laying and maintenance. These will be alluded to hereafter.

The existing communication with Australia is already good. It touches Portuguese territory at Lisbon and Dutch Java, and passes through Egypt at the Isthmus of Suez, otherwise it is wholly in British territory. The lines are British lines, worked by British clerks and cypher messages are therefore no more likely to be tampered with than if such landing places were British. The communication is duplicated throughout (though in some cases by an alternative route not so entirely in British hands) to Australia. Between Australia and New Zealand the line is single.

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The different sections are as follows :

### *Present line of communication (1892).*

	Miles.	
England to Lisbon.....	725	Duplicated by a line calling at Vigo.
Lisbon to Gibraltar.....	295	Duplicate cables, also land line.
Gibraltar to Malta.....	980	Duplicate cables, also land and sea lines <i>via Sicily.</i>
Malta to Alexandria.....	819	Duplicate.
Alexandria to Suez.....	135	Land line (Egyptian).
Suez to Aden.....	1,308	Quadruple.
Aden to Bombay.....	1,637	Triplicate.
Bombay to Madras.....	560	Land line (a third route to Bombay from Europe through Persia).
Madras to Penang.....	1,270	Duplicate cables. Also land line through British India.
Penang to Singapore.....	375	Duplicate.
Singapore to Banjoewangie.....	880	Duplicated by line to Batavia and land line in Java.
Banjoewangie to Australia.....	1,045	Duplicate cable to Port Darwin. A third to Roebuck Bay.
Port Darwin to Sydney, Roebuck Bay to Sydney.....	1,980	Two separate land lines.

In the event of both lines breaking simultaneously on any section, the greatest length to be bridged over is 1,600 miles, from Aden to Bombay, where numerous steamers are available.

The Pacific line would touch foreign territory at one point only—the Sandwich Islands, and would be made up of the following lengths:—

Proposed communication *via* Canada and the Pacific (1892).

	Miles.	
England to Cape Breton <i>via</i> Newfoundland.....	1,865	Triplicate.
Cape Breton to Vancouver Island.....	2,712	Land line.
Vancouver Island to Fanning or Washington Island..	3,220	} 5,940 miles cable to belaid.
Washington Island to Phoenix Island.....	790	
Phoenix Island to Fiji.....	920	
Fiji to New Zealand.....	1,010	
New Zealand to Sydney.....	1,125	

It will be observed that the total distances to Sydney are in either case identical, but that the 7,425 miles of Pacific is in only 5 sections all of great length.

On the roseate view expressed by the promoters on the question of laying the cable, I would remark as follows:—

That very few soundings exist on the actual line proposed.

That the soundings near this line show that the depth would be unusually great, and therefore unfavourable for repairing.

That the probabilities of sudden inequalities of the bottom are very great in such an island studded sea, and that such inequality would be also unfavourable to the maintenance of the cable.

(It would require a long minute search by a vessel specially fitted for sounding before the best route could be selected).

It is very doubtful therefore what the ultimate cost of the undertaking may be, and even at the estimate now made (£2,000,000) it is more than doubtful whether it could possibly be made to pay. As a single line of submarine telegraph has never yet been found to answer commercially, it would probably be necessary to duplicate this one, this would cost about one and a half millions sterling extra.

My general conclusion is that if the Government is to aid in a substantial manner any scheme for multiplying the lines of communication to Australia, it should be in the direction of triplicating, by means of sea cables, those portions of the existing route which are now duplicated by foreign land lines.

W. J. WHARTON,  
*Hydrographer.*

Admiralty, 28th February, 1887.

## APPENDIX C.

### THE COLONIAL CONFERENCE OF 1887.

REPORT OF SIR ALEXANDER CAMPBELL, K.C.M.G., REPRESENTATIVE (JOINTLY WITH MR. SANDFORD FLEMING, C.M.G.,) ON BEHALF OF THE DOMINION OF CANADA.

*To the Honourable*

*The Marquis of Lansdowne, Governor General of Canada.*

MAY IT PLEASE YOUR EXCELLENCY ;

On the 9th March last you were pleased by Order in Council to appoint me to "represent Canada at the Conference, summoned by Her Majesty's Government in the despatch from the Right Honourable Mr. Stanhope, dated the 25th of November, 1886, to assemble in London in the early part of the present year, at which matters of common interest to all portions of the Empire might be fully considered."

In obedience to your Excellency's directions I lost no time in proceeding to England, where I arrived on the evening of Saturday, the 2nd of April.

On Monday morning (the 4th of that month) the first meeting of the Conference took place.

Mr. Fleming, who had been subsequently to my leaving Ottawa, united with me to my great gratification in the representation of Canada, reached London that morning.

The second important object for which Her Majesty's Government had assembled the Conference was stated in Mr. Stanhope's circular despatch, above referred to, to be second only to that of defence.—"The promotion of commercial and social relations by the development of our postal and telegraphic communications."

In the discussion of this question, my colleague, Mr. Fleming, after reviewing the history of the efforts that had been made by the Imperial Government towards establishing a line of communication between the Atlantic and Pacific seaboard and the steps by which the Canadian Pacific Railway had been brought to a successful completion, explained to the Conference the ways in which the new route to the East might be utilized for Imperial purposes.

These, he said, would be in effect two :—

- 1st. As a postal and passenger route from England to Asia and Australia ; and
- 2nd. As a protected telegraphic route between England and every one of the self-governing colonies and also to India.

As a postal and passenger route he said that the presence on the Pacific of a number of large vessels of high speed and specially constructed with a view to the Admiralty requirements, could not fail to be in time of war of an immense advantage, whilst in times of peace the development of commercial activity and of the general interests of the Empire in the Pacific were of such importance that no time should be lost in initiating a service so pregnant with great possibilities.

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The principle of growth was one familiar to all colonists, one in which they had faith, but there must be a beginning—the seed must be sown. By the establishment of a weekly or even a fortnightly line of steamers there was no reason why we should not confidently anticipate a similar development to that which living men remember to have taken place on the Atlantic.

The people of Canada, Mr. Fleming said, would hail with great satisfaction the sympathetic co-operation of the Imperial Government and of the Governments of the Australian Colonies in an effort to call into existence a new field for commercial enterprise, an effort well calculated to strengthen British interests and secure their predominance on the Pacific. Canada, although she had already expended an enormous sum in rendering the new Imperial postal services possible, would be prepared to render still further substantial aid.

At the sitting of the Conference next day Mr. Fleming took up the question of the utility to the Empire of a telegraphic route through Canada to the East. A direct telegraphic communication was, he said, necessary, between Canada, India and Australia, unless the young mercantile marine on the Pacific was to be ruinously handicapped, and the successful development of commerce rendered impossible. The heavy charges rendered necessary by the circuitous route and frequent repetition of messages by the existing telegraph line, made it of little or no use to business men on opposite sides of the Pacific.

But beyond the promotion of commercial and social relations were other considerations of the highest importance. Great Britain was to-day dependent for telegraphic communication with Asia, Africa and Australia, on the friendship of Turkey—a power whose position was always critical and whose Government appears continually exposed to impending disaster.

Canadian patriotism and enterprise had opened up direct telegraphic communication between London and Vancouver, whence cables could be laid which would put the Australian Colonies and New Zealand in direct communication with London, without passing over any soil not British. From Australia the existing cables connect with India and South Africa, thus providing the Home Government with the means to telegraph to every important British colony and dependency around the globe without approaching Europe at any point.

For these reasons Mr. Fleming considered the establishment of a telegraph between Canada and Australia a question worthy of very earnest consideration, and expressed the great gratification that he felt in its having been brought to the notice of the conference by the Secretary of State for the Colonies.

Mr. Fleming then, at some length, conclusively answered the objections that had been raised by Mr. Pender chairman of the Eastern Extension Telegraph Co. to the establishment of a direct cable between Canada and Australia.

I was so much struck by the importance of Mr. Fleming's statements that I strongly urged upon him the advisability of preserving them in order that they might be laid before Your Excellency's Government. They were listened to with the greatest interest and led to a more complete appreciation of the advantages and possibilities of the Canadian route for postal, telegraphic and general communication with the East than had before existed among the members of Her Majesty's Government or those of the Colonial Conference. Mr. Fleming was kind enough to comply with my request, and I have the pleasure to submit his remarks in full.

Mr. Fleming has not yet returned to this country, and I have not the opportunity of seeking his revision of, or concurrence in this report. His absence, however, affords me the great satisfaction of enabling me to acknowledge with much gratitude, the assistance I derived, during the whole of the continuance of the Conference, from his able and zealous services.

All of which is humbly submitted by Your Excellency's  
Most obedient servant,

A. CAMPBELL.

OTTAWA, 12th July, 1887.

INCLUDED IN THE REPORT OF SIR ALEXANDER CAMPBELL.

*Being remarks submitted at the Conference by Mr. Sandford Fleming, on the Development of Postal and Telegraphic Communications by the Canadian route.*

TUESDAY, 19th April, 1887.

Having given some attention to the question of postal and telegraphic communication, I avail myself of the privilege afforded me of submitting my views to the Conference.

The Right Hon. the Chairman, in his opening address, suggested that it is desirable to consider improved communication as a whole, so as to bring into view a complete system. In the remarks which I now propose to submit, I shall endeavour to keep that suggestion prominently in view, although, perhaps, being associated with Canada, and more familiar with the thoughts and hopes of the Canadian people, it is not unnatural that I should speak more particularly of the position which the Dominion occupies in relation to the Empire and its needs.

The question cannot be considered without reference to the relative geographical position of the great self-governing colonies. These are situated in three distinct Continents—America, Africa and Australasia. According to our ordinary habit of thought, Canada, in the western hemisphere, and Australasia, in the eastern, are at opposite ends of the Colonial Empire, and are as far asunder as it is possible on this globe for two countries to be situated. We all know now that this is a mistaken idea, nevertheless it exists, and it is due greatly to the circumstance that immigration from Europe takes opposite directions to Australasia and to Canada. In consequence of this circumstance, the two sets of colonists have been completely separated, and they now find themselves perfectly distinct, without any social, commercial, or political intercourse.

There are those in Canada, and, I doubt not, there are those in Australasia, who have taken a somewhat enlarged view of the situation. They have seen that while the emigrant from England to New Zealand traversed 180° of longitude east, and the settler in Western Canada passed over 120° of longitude west, the two are nevertheless not separated by the sum of the two distances. By actual journey they are undoubtedly 300° of longitude from each other, but by actual fact they are only 60° asunder.

True, the sixty degrees of longitude which separates them, when it comes to be measured, is increased in mileage somewhat owing to another circumstance, but the application of science comes to our aid in connection with this question. If we resort to the agencies of steam and electricity, the people of Australasia and the people of Canada may, for all practical purposes, become neighbours. And why, it may be asked, should they not be neighbours as far as it is possible for art and science to make them? Are they not one in language, in laws, and in loyalty? Have they not substantially the same mission in the outer Empire, and would they not, as good neighbours, supporting each other, and with their energies directed to a common cause, be of great advantage to each other? Would they not, so united by friendly ties, add strength to the power to which they owe a common and willing allegiance?

If we have discovered ourselves in Canada to be much nearer our sister colonies in Australasia than we ever before supposed, we have also awakened to the knowledge that there is no land between us and Asia, that we look across the Pacific to India, and that to reach the east the true path is to go west.

These facts are recent revelations to many of us, and I ask your indulgence while, as briefly as I can, I relate the leading circumstances which have brought Canada to realize her new position—a position not any longer at the far extremity of the colonial system, but midway between the British Islands on the one hand and her rich colonies and dependencies in the Pacific and Indian Oceans on the other.

I think it will be obvious, from the few facts and dates which I desire to submit to you, that it is in no small degree owing to the benign influence of the Home Government, bearing on the people of the Canadian provinces for many years back, that British America has advanced step by step, and that successive administrations have from time to time been enabled to consolidate British interests on the Western Continent. The more recent efforts have succeeded in constructing improved means of communication

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between remote parts of the country, they have overcome obstacles once deemed insuperable, and their efforts have culminated in establishing across the widest part of North America a great national railway, destined, we believe, to become an essential factor in the defence and future prosperity of the Empire.

For a moment I shall refer to the records of history.

In the reign of King William IV., the Home Government, solicitous for the safety of British America, granted £10,000 to be expended on exploration for a railway from the Bay of Fundy to Quebec. The survey was intrusted to Captain Yule of the Royal Engineers. This was in 1836, fifty-one years back.

In 1839 an appropriation was voted by the Imperial Parliament for a military road through New Brunswick, leading to Quebec.

In 1843 the Imperial Government directed further surveys for a military road, having in view the same object.

In 1846 the then Colonial Secretary, Mr. Gladstone, issued instructions to the Royal Engineers to make a survey for a railway from Halifax to Quebec. At this date the Imperial Government was strongly impressed with the importance of this work, in a political point of view, as being essential for the military defence of the British American possessions.

Sir John Hervey, in opening the Legislature of Nova Scotia in 1847, spoke of the Halifax and Quebec Railway as being not second to any project which had ever engaged the notice of any Colonial Legislature in any part of the British Dominions, and which would "constitute the most important link in that great line of communication which may be destined at no remote period to connect the Atlantic and the Pacific Oceans." I quote the exact prophetic words used by the Queen's representative forty years ago.

A letter from the Colonial Secretary (10th March, 1851) made mention of the strong sense entertained by the British Government of the extreme importance, not only to the colonies directly interested, but to the Empire at large, of providing for the construction of a railway by which a line of communication might be established on British territory.

The Home Government despatched in 1857 a scientific expedition to examine the interior of British North America, extending from the settled portions on the St. Lawrence westerly to the Rocky Mountains, with the view, among other things, of finding a route for a great line of communication within British territory to the Pacific coast.

Some years later the Home Government took active steps to arrange with the Hudson Bay Company for the surrender of its territorial rights, and encouraged the then province of Canada to acquire those rights and assume authority over the vast region occupied only by scattered tribes of Indians.

In 1867 the Imperial Parliament passed an Act by which the several British-American provinces were united, and the Dominion of Canada formed. One of the essential conditions was that the confederated provinces should construct a railway from Halifax to Quebec, the Imperial Government assisting so far as to guarantee the interest on three millions (£3,000,000) of its cost. A further provision of the British North America Act was the entrance of British Columbia into the Confederation, and the construction of a railway across the continent to the Pacific coast.

It will be manifest from this brief reference to historical facts that there has been a continual solicitude on the part of the Home Government for the maintenance and extension of Imperial interests in North America. That it was deemed of the greatest possible importance to establish the best means of communication (1) between the fortresses of Halifax and Quebec, separated by 700 miles, and (2) between Quebec and the Pacific coast, some 3,100 miles. That Canada, in deference to Imperial wishes and needs, has adopted the policy of establishing these great lines of communication, and that she has steadily pursued that policy, step by step, until the present time.

It will be borne in mind that the population of Canada is comparatively small, confined for the most part to the older provinces. This limited population has incurred an enormous expenditure in overcoming obstacles of very great magnitude in opening up for colonization the fertile region recently acquired. She has had no little difficulty and incurred no small outlay in connection with the Indian population, but the

greatest and most costly of all her undertakings has been the railway across the continent; and, in establishing this undoubtedly great work, she has been impressed with the conviction that she was promoting the general interests of the Empire, and contributing not a little towards its consolidation and defence.

There is now a continuous line of railway from Halifax to the Pacific, entirely on British soil. The Pacific Railway was opened for public use last year. Eight months before it was opened for public traffic the last rail was laid; but the last rail had not been laid many days when a consignment of naval stores passed through to the station of the North Pacific fleet, from Halifax. The time occupied on the then unfinished railway was seven days and a few hours, from tide water of the Atlantic to Esquimaux. Without the railway it would have taken some three months to have sent the same stores in a British bottom to their destination. This one fact must be recognized as of striking significance, as it clearly shows the immense political value of the Canadian Pacific Railway. This new line practically brings what was once the most remote naval station, in the most distant colony of the Empire, within about two weeks of Portsmouth.

I will not venture to take up your time by dwelling upon the naval and military and political importance of the Canadian Railway to the Pacific. The highest authorities in England have testified to its value to the whole Empire. I only desire to draw attention to the fact that it is the outcome of a policy initiated by the Home Government and continually pressed on Canada by the Home Government. This great Imperial line of communication is the growth of half a century; it has been established by the Canadian people without cost to England. Even the expenditure made by the Home Government on the preliminary surveys for the line between the fortress of Halifax and Quebec has been refunded. The railway across the continent has involved an expenditure of £48,000,000, of which about £24,000,000 (the exact amount is £23,966,000) has been paid by the Government of Canada in subsidies, or without prospect of return.

Canada does not ask to be relieved of any of the burdens she has assumed; she brings all her costly works as a contribution to the common defence, and she desires that they may be made available in the most advantageous manner to the Empire.

There are several ways in which the line through Canada may be at once utilized for Imperial purposes. I may mention the following three, viz.:

1. As a postal and passenger route from England to the Australasian Colonies.
2. As a postal and passenger route from England to Asia.
3. As a telegraph route, protected by the British flag, from the seat of Government in London to every one of the self-governing colonies, and also to India.

#### IMPERIAL POSTAL ROUTE.

First, as a postal route. In your opening address, Sir, you referred to the possibility of reinforcing the navy with fast merchant steamships. You pointed out how desirable it would be in the event of war to have the means of strengthening the fleet by the addition of fast cruisers with armaments ready prepared.

It is suggested that mail lines be established from Vancouver, the western terminus of the Canadian Pacific Railway, and that the ships employed be of high speed, specially constructed to meet the requirements of the Admiralty with respect to cruisers, and with the most approved accommodation for passengers.

It is obvious that a sufficient number of such ships for the two postal services across the Pacific, available as armed cruisers, would be of immense advantage in any emergency, while at ordinary times they would be actively engaged in the development of commerce.

It is calculated that, by powerful steamships of this class, the mails could be carried from England to Australia and Asiatic ports in considerably less time and at less cost than they are now conveyed; and it cannot be doubted that the establishment of such lines would develop commercial activity, and promote the general interest of the Empire on Pacific waters. It is not necessary to abandon the old postal routes in order to

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establish the new, but it is important that no time be lost in initiating a service so pregnant with possibilities.

The principle of growth is familiar to all colonists : it is one in which they all have faith ; but there is one essential preliminary—there must be a beginning ! Seed must be sown !

If it be not practicable at once to place on the two routes across the Pacific weekly lines of steamers, let it be so arranged that they will leave at wider intervals. If we cannot have 52 departures a year, let us have at first 26. Rather begin with a service of first-class steamships leaving every two weeks than none at all. There are those in this room who can well remember the time when the service between Europe and America was confined to one line of small steamers leaving once a fortnight. We all know to what gigantic proportions that service has now grown. May we not confidently look to similar results on the Pacific ?

Thus, by means of improved lines of postal communication across the Pacific, could the Empire take advantage of the facilities offered by Canada. All must admit it to be in every way desirable, that commercial and other relations of intimacy should spring up between the great colonies now represented in this room. The establishment of a direct postal service such as suggested would plant the germs of a commerce which in a few years may develop into a magnitude now little dreamed of. I need scarcely say that the people of Canada would hail with great satisfaction the sympathetic co-operation of the Imperial Government and the Governments of the Australasian Colonies in an effort to call into existence a new field for commercial enterprise—an effort which is well calculated to strengthen British interests, and establish British predominance on the Pacific. The question is a practical one of common concern to all ; and I feel warranted in saying that, although Canada has already from her own unaided resources sunk an enormous amount in rendering the new Imperial postal services possible, she will be prepared, as Sir Alexander Campbell will explain to you, still further to render substantial aid.

WEDNESDAY, April 20th, 1887.

### THE CANADIAN TELEGRAPH ROUTE.

Yesterday I referred to the value of the Canadian Pacific Railway as a postal route to Australasia, and to the British dependencies in Asia. The other means by which the public works of Canada may be turned to the use of the Empire is as a telegraph route. There can be no efficient intercourse nowadays without the telegraph. The Chairman, on the first day of the Conference, quoted from an excellent authority to show that general mercantile business cannot be economically conducted without the telegraph, that, in fact, the telegraph is an indispensable auxiliary to all commercial transactions between persons separated by distance. In this view I do not see it possible that any profitable business intercourse can spring up between Australasia and Canada without a direct telegraphic connection. It is quite true that already telegraph wires extend from Canada to England and from England to Australasia ; but imagine for a moment business men on opposite sides of the Pacific being obliged to communicate with each other by sending messages round the globe no less than five-sixths of its whole circumference !

The heavy charges by the circuitous route, the delays and the risk of errors consequent on the numberless repetitions in the transmission of messages, would prove such an impediment to the general intercourse as to render the existing line by way of Europe of little or no use. It could only be resorted to in extreme cases.

There cannot be a doubt that, if there are to be more intimate relations, if any progress is to be made towards a closer union or intimacy of any kind, the first thing to be thought of is a direct telegraphic connection ; without it the young mercantile marine of the Pacific would be ruinously handicapped, and the successful development of commerce rendered impossible.

But beyond the promotion of commercial and social relations, there are other considerations of the highest importance.



It is only necessary to look at a telegraph map of the world to see how dependent on foreign powers Great Britain is, at this moment, for the security of its telegraphic communication with Asia, Australasia, and with Africa—in fact, it may be said that the telegraphic communication between the Home Government and every important division of the Empire, except Canada, is dependent on the friendship (shall I say protection?) of Turkey. Is not Turkey continually exposed to imminent danger from within? Is she not in danger of falling a prey to covetous neighbours, whose friendship towards Great Britain may be doubted? What has it cost in British blood and treasure to obtain the good-will and give strength to a power so weak? And yet the Ottoman Government, on which we depend for communication with India and Australasia, appears continually exposed to impending disaster.

The Suez route has proved convenient in the past, and it may prove useful in the future, but when our object is to strengthen the colonial system, is it wise to be so dependent on a power the condition of which is so critical?

I venture the remark that the patriotism and enterprise of Canada has opened up the way by which the British Empire may be placed entirely independent of any foreign power with respect to its telegraphic communications.

The western terminus of the Canadian Pacific Railway—Vancouver—is in telegraphic communication with London. Communications have passed between London and Vancouver, and replies returned within a few minutes. From Vancouver cables may be laid to Australasia by way of Hawaii, or they may be laid from one British Island to another, and thus bring New Zealand and all the Australasian Colonies directly into telegraphic connection with Great Britain, without passing over any soil which is not British, and by passing only through seas as remote as possible from any difficulties which may arise in Europe.

Again, India can be reached from Australasia by the lines of the Eastern Telegraph Company; South Africa can be reached through the medium of the Eastern and South Africa Company; and thus, by supplying the one link wanting, the Home Government will have the means provided to telegraph to every important British colony and dependency, around the circumference of the globe, without approaching Europe at any point.

I respectfully submit that the establishment of a telegraph from Canada to Australasia is, for the reasons given, a question well worthy of earnest consideration: and as a Canadian, it is a matter of great gratification to me that it has been brought, by the Secretary of State for the Colonies, to the notice of this Conference.

My own views are given at some length in printed documents, which have been circulated within the past few days. I need not, therefore, take up your time further in expounding them. I will only notice very briefly the letters of Mr. John Pender, which have also been placed in the hands of members of the Conference. Mr. Pender speaks on behalf of the existing telegraph companies, of which he is chairman, and it is not unnatural that he, and they, should be hostile to a new line which would undoubtedly destroy their monopoly, and reduce the exceedingly high charges which they have so long enjoyed.

Mr. Pender objects to the proposal to connect Canada with Australasia, telegraphically, on several grounds. He states that the line "would necessarily consist of long stretches, across enormous and practically unsurveyed depths, terminating in coral reefs," and he leaves the impression that the project is impracticable, or next to impracticable.

In Canada, and I doubt not in the Australian Colonies, we have learned to disregard objections of this kind. At one time it was declared by a very high authority, an Imperial scientific officer specially commissioned to examine and report, that it was quite impracticable to establish a railway through the territories now forming the Dominion. This officer was not chairman of any company whose profits were at stake; he was an able, earnest man with a deservedly high reputation. He was assisted by a staff of scientists equally able and reliable, who were engaged with him in exploring the country for a period of four years. I shall give a paragraph from his report, addressed in 1862 to His Grace the Duke of Newcastle, then Colonial Secretary:

## Mission to Australia.

“ The knowledge of the country on the whole would never lead me to advocate a line of communication from Canada across the continent to the Pacific, exclusively on British territory. The time has now for ever gone by for effecting such an object, and the unfortunate choice of an astronomical boundary line has completely isolated the central American possessions of Great Britain from Canada in the east, and also debarred them from any eligible access from the Pacific coast on the west.”

Notwithstanding this exceedingly discouraging declaration, the work has been grappled with and the railway is constructed, and, I may add, that a magnificent train service, with appointments for the most luxurious travellers, passes over it every day in the week.

Is it surprising that colonists are disposed to reserve their judgment when any project of a similar kind is pronounced even by good authority to be impracticable?

It is perfectly true that our information respecting the Pacific Ocean is incomplete, but so far as it goes there is nothing on which to base an unfavourable opinion. Two years back I personally looked with attention into the whole matter, and I put on record the conclusion at which I arrived. I beg leave to read a paragraph from a published letter which I addressed to the Premier of Canada, Sir John Macdonald, October 20th, 1885 :—

“ There are, indeed, extensive coral reefs in the central and southern Pacific ;  
 “ but the most authentic hydrographic information establishes that those reefs are  
 “ generally in great groups, separated by wide and deep depressions free from ob-  
 “ structions. It is further revealed by the latest bathymetric data that those  
 “ depressions or troughs present (as far as ascertained) a sea floor precisely similar  
 “ to that of the Atlantic, so suitable for submarine telegraphy. Those ocean de-  
 “ pressions, alike by their geographical position and their continuity, open up the  
 “ prospect of connecting Canada and Australia by a direct cable.”

Mr. Pender says that a telegraph from Canada to Australasia would not benefit the colonies, and that “ it would be inimical to the interests of the telegraphing public.”

It is not at all necessary to occupy your time at any great length in refuting this contention. I shall only remark that the Canadian Pacific Railway Company have made arrangements to transmit all Australasian telegraph business over their wires across the continent for twopence half-penny (2½d.) per word, and that the ordinary charge across the Atlantic is sixpence (6d.) per word, making a total charge of eightpence half-penny (8½d.) per word from Vancouver to London. Vancouver is 5,500 miles from London, and the nearest point of Australasia is 6,500 miles from Vancouver. Vancouver to London is therefore the shortest half, but if the actual charge for transmission on the short half be 8½d., at the same rate messages sent the whole distance should be a little more than double, or say 1s. 8½d. per word. On reference to the published tariff of the company, represented by Mr. Pender, I find that the charges for ordinary messages are as follows, viz. :—

London to New South Wales . . . . .	9s. 6d.
“ Queensland . . . . .	9s. 9d.
“ South Australia . . . . .	9s. 4d.
“ Victoria . . . . .	9s. 4d.
“ Western Australia . . . . .	9s. 4d.
“ Tasmania . . . . .	9s. 11d.
“ New Zealand . . . . .	10s. 6d.

From this it appears that the lowest charge for the transmission of ordinary messages, by the existing line, to any one of the seven colonies, is nine shillings and fourpence (9s. 4d.) per word.

I ask if a reduction from 9s. 4d. to 1s. 8d. per word would be inimical to the interests of the telegraphing public, and no benefit whatever to the colonies?

I have based the comparison on the actual Atlantic charges at the present time, and on a decision deliberately arrived at by the board of directors of the Canadian

Pacific Railway Company with respect to Australasian business. On this basis I have reckoned one shilling per word for the Pacific service, but even if that rate be doubled it needs no words of mine to prove that the gain to the telegraphing public and the colonies would be enormous.

I am sanguine enough to believe that the moment Canada and Australasia are telegraphically connected there will be a wonderful development of telegraphic activity, and business will far exceed present conceptions.

Mr. Pender alludes to the Pacific as if its depth was a serious objection to telegraphic submersion. The soundings which have been made on the route to be traversed go to show that the greatest depth is from 3,000 to 3,100 fathoms. This is indeed greater by about 100 fathoms than the depth of waters in which cables have been successfully laid, but the excess is trifling. I must, however, bring to your notice that the depth is itself an element of security. The cables in deepest water at the present time are those of the Brazilian Submarine Telegraph Company,\* and it is a singular fact that this company, with cables sunk to a depth of 2,960 fathoms, has paid far less than any other company for cable repairs. This company owns to-day some 7,340 nautical miles of cable; if I am correctly informed, it has never owned a repairing ship, and I believe it has only carried out two or three repairs in the thirteen years it has existed.

Does not this go far to establish that telegraph cables are by far the most secure in deep water? Only cables in shallow water, such as those of the Eastern and Eastern Extension Companies, are exposed to the ravages of marine insects, and, in consequence, continually need repair and renewal.

Mr. Pender urges that in case of war it would be impossible to protect cables laid across the Pacific. I venture to inquire, would it not be infinitely more difficult to protect the cables and the land lines of the companies represented by that gentleman? Look at the telegraph map of the world and judge of their respective security. The lines of the Eastern and Eastern Extension Companies have stations in three foreign countries—Portugal, Egypt and Java—one under the sovereignty of Turkey, the latter that of Holland. All, or nearly all, the cables of these companies are laid in shallow water, and nothing could be easier than to drag them to the surface anywhere. From England to Egypt they skirt every country in Southern Europe, and are exposed at every point for the whole distance.

The Pacific cables, on the other hand, would not be so exposed. They would be far removed from every country likely to prove hostile to England, they would be laid in deep water, as the Atlantic cables are, and they would be laid under circumstances which would render it no easy matter for a foreign ship to find them.

Mr. Pender contends that the cables of his companies would "be the special object of the vigilant care of the Royal Navy." If I may hazard an opinion, it is not improbable that the ships of the Royal Navy would have other work more urgently demanding their attention than standing sentry on every mile of the cables extending from England to Aden.

I think it must be obvious, without further argument, that all the cables of the Eastern Telegraph Company are so vulnerable, that the existence of an alternative line through Canada and the Pacific, would be of incalculable advantage. The possibility of sending a single message in an emergency *via* Canada and the Pacific might actually be worth more to the Empire than the whole cost of the new line.

Mr. Pender submits "that the existing company, as the pioneer of telegraphic communication with Australasia, is entitled to a large share of consideration at the hands of the Colonies." There may be much truth in this, as I am not familiar with the history of the work of extending submarine telegraph service to the Australasian colonies. I will only observe that this is not the first time that a company or an individual has been called upon to relinquish a monopoly by the exigencies of the public welfare.

I do not wish that any injustice be done to this company or to any individual. If they have any claims for consideration or compensation, these claims should undoubtedly be met in a fair and honourable manner. But, I ask, is it for a moment to

\* Laid from Lisbon to Pernambuco, in South America, *via* Madeira and Cape Verde Islands.

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be thought that Canada and Australasia are never to hold direct telegraphic intercourse because a commercial company stands in the way? Are commercial relations between two of the most important divisions of the British family for ever to remain dormant in order that the profits of a company may be maintained?

Has Mr. Pender's company more claim to consideration than the Australasian colonies themselves? And are the people of these colonies never to be relieved of the exorbitant charges which that company exacts?

Is Canada entitled to no consideration? Are all her efforts, all her expenditure, all her aspirations, to go for naught?

Are the vital interests of the British Empire to be neglected? Is the permanent policy of England to be thwarted? Is the peace of the world to be endangered at the bidding of a joint stock company?

In 1823 the instructions given to that distinguished Ambassador, Lord Stratford de Redcliffe, contained these words:—

“To preserve the peace of the world is the leading object of the policy of England. For this purpose it is necessary in the first place to prevent to the utmost of our power the breaking out of new quarrels; in the second place to compose, where it can be done by friendly mediation, existing difficulties; and, thirdly, when that is hopeless, to narrow as much as possible their range; and, fourthly, to maintain for ourselves an imperturbable neutrality in all cases where nothing occurs to affect injuriously our interests or our honour.”

I believe, Sir, that these noble sentences define the policy of England to-day as they did sixty years back. The circumstances are, however, not the same, and there are, if possible, stronger reasons for adhering to that policy than there ever were. Colonies are planted in the four quarters of the globe, and British interests are world-wide. The Eastern question has long been a burning question, but England is now less concerned with Europe than with Australasia, Africa, Asia, and America. If to preserve the peace of the world be the leading object of the policy of England, that object may most surely be attained by England concerning herself less with Europe, and more with the English people and the Queen's subjects beyond Europe. To follow such a course is to my mind dictated by a proper apprehension of the situation, no less than a sense of duty to ourselves. The entire future of the British Empire may largely depend on our wisely availing ourselves of opportunities which are now presented, to strengthen the cohesion of the colonies to each other and to the mother country.

If that end is to be accomplished, I respectfully submit that Canada's contribution, on which she has incurred liabilities which will tax her people £1,000,000 sterling a year for all future time, should not be lightly regarded.

If there is to be any practical progress made in consolidating the Colonial Empire, the establishment of such new lines of Imperial communication as I have alluded to, by telegraph and by fast merchant cruisers, is to my mind an absolute necessity.

Would not the establishment of such communications open the way for securing to the Empire in perpetuity a masterful hold on the Pacific? Prepared for the worst that may happen in Europe, would not England, occupied with her own people, and pursuing her own noble aims, be in a position to regard the Eastern question with comparative indifference?

Is it not the duty of the British people scattered around the globe to set about putting their house in order? Is not that one of the main purposes of this Conference? Is it not wise and proper to strengthen the cord of patriotism which runs through Canada and Australasia, and every one of the colonies in the two hemispheres? Is not everything else secondary to the obligation resting upon us to attend to vital affairs which concern us in common?

These views, suggested to me by my own more immediate range of thought, are submitted to the Conference with all deference.

FOURTEENTH DAY—WEDNESDAY, April 27th, 1887.

In the remarks which I was permitted to submit to the Conference on the 20th instant, I confined myself to showing how important to Australasia and to the Empire is the establishment of an alternative telegraph line between the mother country and her great southern colonies. I attempted to demonstrate the facility with which such a line could be secured by taking advantage of the works which Canada has carried out. I touched upon the enormous advantages which such a route possessed, owing to its geographical position. I alluded to the important fact that the cables would be laid in deep water, and would therefore be free from natural enemies, and much more secure from the attacks of hostile vessels. I referred to the commercial and political advantages which it offered in binding together the most important of the colonies, and bringing into circuit nearly all the remote and outlying possessions of the Crown.

If these points be satisfactorily established, it will become a matter of importance to consider how such a work can best be carried out.

Such undertakings as the one in question have hitherto been accomplished by private companies subsidized by Government; and there cannot be much doubt that the Pacific cable might be manufactured, laid, maintained, and worked by a private company, aided by a reasonable subsidy, so as to give a fair return to the owners, while securing to the public greatly reduced charges.

It may, however, be asked, is there no better means of securing even more fully than through the medium of a private company all the benefits which the new line would confer?

The one other way is for the interested Governments themselves to undertake the work, and I think it can be clearly shown that the desired results can in this manner be more satisfactorily and more cheaply obtained. In this opinion I am greatly strengthened by a memorandum submitted by the representatives of New Zealand, and yesterday placed in the hands of members of the Conference. The memorandum to which I refer has been prepared by the Postmaster General of New Zealand, and bears date February 5th, 1887. In much that it contains I cordially concur.

I think I am correct in stating that some thirteen years ago all the telegraphs in India were handed over to the Government, and have since then been managed by a department under the central authority. I believe it is found that the system works well, and that the public are better served than they were before, by private companies, for the reason that the public interests only are looked to under the new management, while private companies very naturally regard their own interests as paramount.

It seems to me most desirable that all cables communicating with Australasia, and all telegraphs within the Australasian Colonies themselves, should be under one management. How this may be accomplished is a problem which I venture to suggest is well worthy the attention of the Australasian Governments. At the same time, I submit that it cannot be regarded with indifference by the Imperial Government or by Canada. I do not know what are the functions of the Australasian Federal Council, but possibly these functions could be extended so as to embrace the general control of telegraphs.

It would not be at all necessary for the Australasian Colonies to control the cables all the way to England. It would be quite sufficient that they should control the cables proposed to be laid to Vancouver on one side, and on the other side that portion of the existing system which extends from Australasia as far as India, embracing the lines of what is known as the Eastern Extension Company. It would be convenient to stop at India, as India separates the lines of the two companies—the Eastern Extension and the Eastern Telegraph Company. The Colonial Governments could not, of course, expropriate that which is private property; but possibly some arrangements mutually fair, both to the public and to vested cable interests, could be reached by which the desired result would be obtained.

It is obvious that a comprehensive scheme such as that suggested, could not be carried out without much consideration and negotiation, especially with regard to the manner in which the capital required should be raised, and the proportions in which it should be borne by each separate Government. But I am unable to see that the general

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scheme is at all impracticable. It would only be carrying out in a wider field the system adopted with so much success in India and in England with respect to telegraph service. In endeavouring to effect such a joint arrangement there are certain leading principles which might be considered.

1. It would be necessary for each of the colonies to agree to hand over to the central authority their respective telegraph systems, retaining a pecuniary interest in revenue in proportion to the value of the works handed over.

2. The establishment of the new cable across the Pacific would require new capital, possibly, on the joint guarantee of the colonies and the Imperial Government, as in the case of the Intercolonial Railway of Canada. By such means the money could be obtained at the very lowest rate of interest; and, for several reasons, it would not be necessary in the first instance to lay more than a single Pacific cable; the scheme embraces the control of the Eastern Extension lines, and hence the line from Australasia to Vancouver would really give a triplicate service between Australia and England; moreover, deep-water laid cables are not liable to the same interruptions as shallow-water cables; in proof of which I may mention that the telegraph from Lisbon across the Atlantic to South America for the first ten years of its existence depended with great success on only a single line of cable throughout its entire distance. These cables were quite recently duplicated to meet the demands of business.

The capital required to lay a single cable to Vancouver from the Australasian system, reckoned at the low rate of interest at which money could be obtained, would, I estimate, involve a charge of about £50,000 a year.

3. New capital would likewise be required to purchase the lines of the Eastern Extension Company, whenever that company would be willing to sell at a fair value. This capital would also be obtained at a low rate of interest; and thus the whole connection between India, Australasia, Canada and Great Britain could be most economically established, and it would become practicable to reduce charges on messages to the lowest possible tariff rates.

As the cables of the Eastern Extension Company would be acquired largely in Imperial interests, so as to give an alternate line, independently of the Suez route, to India, China, and Africa, it is reasonable to assume that the Imperial Government would render every assistance in securing them.

I have said that it would not be necessary for the proposed Central Telegraph Department to control cables or wires east of Vancouver. I do not think there would be any risk of the management being debarred at any time from the advantages of cheap telegraphy from Vancouver to England. I feel quite warranted in saying that the Canadian Pacific Railway Company would be willing to enter into an agreement for a long term of years to transmit Australasian messages at the low rates which I mentioned to the conference on a previous occasion.

I have not cumbered these remarks with calculations. I have purposely avoided them, and referred only to principles. If the principles be sound—as I believe they are—and the scheme commends itself to the judgment of the conferees, an important step will be gained.

TWENTIETH DAY—FRIDAY, May 6th, 1887.

While I cannot but regret taking up time at the close of the Conference, I trust I may be pardoned for venturing to add a few words on the general question of establishing telegraphic connection between distant portions of the Empire.

The importance of the question appears to be generally recognized.

1. It is one of the few subjects specially referred to in the circular of Mr. Stanhope, of date 25th November last, inviting the several Colonial Governments to take part in this Conference by sending representatives.

2. It is one of the questions to which great prominence was given in the opening address of the President.

3. When the matter was first discussed, on the 20th ultimo, the Postmaster General gave utterance to his broad and sympathetic views, and suggested that the Conference should not break up without expressing in some way a decided opinion in favour of the general policy of connecting telegraphically the great self-governing colonies on the Pacific; and he indicated as one of the possible results a perfect revolution in the communication between the Australian colonies and the Mother Country.

4. On the same occasion members of the Conference representing South Australia, Queensland, the Cape of Good Hope, Victoria, New South Wales, and New Zealand, expressed generally their warm sympathy with the objects aimed at; indeed, I failed to learn that there was a single gentleman present who did not recognize that in the interests of the Empire the question is one which is well worthy of the greatest attention.

There were, however, one or two points raised which I trust I may be allowed to refer to.

Some doubts were expressed as to the practicability of connecting Canada with Australasia by a direct telegraph. I do not propose to refer to the statement made by Mr. Patey as to the depth of the ocean, beyond saying that that gentleman has intimated to me that he was in error. I have asked Captain Hall—who was attending the conference a few days back—to be good enough to furnish all the information in the possession of the Admiralty on this point; and I have no doubt he will confirm the statements submitted by me, as the officers of the Admiralty can, I believe, only look to the same sources as I did for the information which I laid before you, viz., to the soundings made by the “Tuscarora” and the “Challenger” expeditions. It must be admitted, however, that the known facts regarding the Pacific are somewhat meagre, and it is really a matter of very great importance that every doubt should be set at rest by having a proper nautical survey made with the least possible delay.

Another point was raised by Sir John Downer, viz., that the Colony of South Australia had, with great enterprise, spanned the continent from south to north: with telegraph wire; that this line is a benefit to all the Australian Colonies; that it was established at the sole expense of South Australia; that it is maintained by that colony at a loss; that the inevitable result of a new telegraph across the Pacific would be to increase the loss; and, in consequence, while the other colonies would gain by the new line, South Australia in a pecuniary sense would suffer.

Again, it has been felt that not a little consideration is due to the private company, the Eastern Extension Telegraph Company, which has, with commendable enterprise, provided such cable communication as the whole Australasian Colonies now enjoy.

For my own part I fully recognize both claims; while at the same time, in view of vital imperial and colonial interests, I regard the connection of Canada and Australasia telegraphically as an absolute necessity.

The problem which was presented to us is to harmonize all interests as far as it is possible to do so; and I venture to remark that, to my mind, its solution lies in the direction indicated in the observations submitted at the close of the discussion on the 27th ultimo; and I gather, from observations which have fallen from several members of the Conference, that the views then set forth are not unworthy of the serious attention of all concerned.

The proposal is to bring all telegraph lines, constructed, and to be constructed, east and south of India, and west and south of Canada, eventually under Government control. This appears to be the general idea of the Postmaster-General of New Zealand in his memorandum; and I can scarcely think that the time has not arrived when the matter should be considered, not as a commercial question simply, but as a question of Imperial importance in a naval, military, and political aspect.

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I find that the length of telegraph lines in the several colonies, as given by Mr. Charles Todd—a gentleman who has been long and intimately associated with telegraphy in Australia—was in the year 1884 as follows:—

	Miles.
Victoria . . . . .	4,020
New South Wales . . . . .	9,756
South Australia . . . . .	5,292
Queensland . . . . .	6,979
New Zealand . . . . .	4,264
Tasmania . . . . .	1,133
Western Australia . . . . .	1,905
Total . . . . .	33,349

and that the total revenue in that year was £527,734.

According to the same authority, the average cost appears to be £108 per mile ; so that the whole cost of the 33,349 miles may be stated at about £3,600,000.

The Eastern Extension Company's lines embrace in all 12,035 nautical miles of cable, and it will be remembered that Mr. Pender stated before the Conference that the average cost per mile was £184. The whole 12,035 miles, reckoned at that rate, amounts to £2,214,440 ; but if that be the first cost, the present value, owing to depreciation of the cables, must be considerably less, for I find that about 6,600 miles, or more than half the whole length of cable owned by the company, have been laid from eleven to seventeen years. The actual dates when the cables were laid, and the periods they have been submerged, are as follows:—

Laid in 1869 . . . . .	180 miles ; now submerged	18 years
do 1870 . . . . .	2,409	do 17 do
do 1871 . . . . .	2,724	do 16 do
do 1876 . . . . .	1,283	do 11 do
do 1877 . . . . .	864	do 10 do
do 1879 . . . . .	2,444	do 8 do
do 1880 . . . . .	529	do 7 do
do 1883 . . . . .	920	do 4 do
do 1884 . . . . .	502	do 3 do
do 1885 . . . . .	180	do 2 do
Total length . . . . .	12,035	

The length of cable to connect Canada with the existing telegraph system of Australasia is placed at 7,600 miles, which computed at £184 per mile (the first cost of the Eastern Extension cables, as stated by Mr. Pender), amounts to £1,398,400.

From these data we may estimate the first cost of all the cables and land lines between Vancouver and India as follows:—

New Pacific cable . . . . .	say £1,400,000
Australasian land lines . . . . .	3,600,000
Eastern Extension . . . . .	2,220,000
Total . . . . .	£7,220,000

Looking at the large revenue from the Australasian land lines, it may be assumed that, taken as a whole, they pay working expenses and maintenance. It may not be necessary, therefore, to consider these lines in dealing with the question of new capital.

If we eliminate the Australian land lines, there remains £3,620,000 as the united cost of the new Pacific cable and the Eastern Extension system. To this amount should be added the value of repairing ships, stations, and other minor matters ; and there ought to be deducted an allowance for depreciation of the existing cables. There may



be various opinions on both points, but there can scarcely be a doubt that the round maximum sum £4,000,000 would be amply sufficient to cover every cost necessary to establish the Pacific line and buy out the Eastern Extension Company's property on fair and reasonable terms.

The interest on £4,000,000 at 3 per cent is £120,000 per annum; but it will be obvious that the purchase of the Eastern Extension system would bring with it large subsidies, which would considerably reduce the interest charges. The subsidies are as follows:—

Tasmanian Cable subsidy .....	£4,200
Malacca Cable subsidy.....	1,000
Australian Duplicate Cable subsidy.....	32,400
Manilla Cable subsidy.....	8,000
Tonquin Cable subsidy.....	10,600
Macao Cable subsidy.....	500
Total .....	<u>£56,700</u>

As the Hawaiian Legislature has passed an Act offering \$20,000 a year to promote the establishment of telegraphic connection with America, that sum may be considered available as a subsidy in connection with the Pacific cable, making the total subsidies £60,700. If we take this sum as an asset, and deduct it from £120,000, it leaves a balance of only £59,300 year to be met by the united Governments.

This estimate shows that the sum of £120,000 per annum would be required to meet interest when all the subsidies run out, but as the larger portion of the subsidies will not expire until the end of the century, it is reasonable to expect that the business will then be so enormously increased as to admit of paying all interest charges, largely, if not wholly, out of revenue. In the meantime the comparatively small sum of £59,300 per annum would be sufficient to accomplish all that is desired.

I have assumed the cost of the new Pacific cable, and the value of the cables of the Eastern Extension Company, together, to come to £4,000,000, but, according to the opinion of some experts, that estimate is too liberal. It is held that if proper allowance be made for the depreciation of the existing cables £3,000,000 would be nearer the proper value of the two systems. If a capital of £3,000,000 suffice for all purposes, the interest at 3 per cent will be £90,000, from which if we deduct the total subsidies—£60,700—there will remain a balance of only £29,300 per annum to be provided.

Thus an annual payment ranging from £29,300 to £59,300, in addition to the existing subsidies, would establish the Pacific cable and provide for taking over all the cables of the Eastern Extension Company. Even the maximum annual payment could not be considered burdensome divided in equitable proportions among the ten Governments more or less interested, viz., the Governments of Great Britain, India, Canada, Queensland, New South Wales, Victoria, South Australia, Western Australia, Tasmania, and New Zealand.

As the existing colonial subsidies, amounting in all to £36,600, are paid by five only of the ten Governments interested in the larger scheme, it appears to me desirable that an arrangement should be effected by which these subsidies would be extinguished and the new capital provided on a financial basis, by which all the interested Governments would contribute in equitable proportions.

A scheme of this kind, by which all the telegraphs mentioned may be consolidated and brought within the management of one department under Government control, could, of course, only be carried out by the co-operation of all the Governments concerned; but I venture to submit that the subject is one which claims earnest consideration. The scheme outlined, if carried into effect, would bring Canada within electric touch of Australia and New Zealand; it would establish an alternative line from India and Australasia to England, removed as far as possible from the theatre of every European complication and struggle that may arise; it would bring down charges on the transmission of messages to such moderate rates as would greatly facilitate intercourse and enormously develop business between Australasia, Canada, and the mother

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country ; it would meet the case of South Australia, and enable that colony to participate in the general advantages to be conferred on all the colonies ; and it would remove all reasonable objections on the part of the Eastern Extension Company. In the event of that company being disinclined to reduce its present high charges and unwilling to enter into competition with the new line, it would have the option of handing over all its property and receiving for it a fair and full value. If, however, the Eastern Extension Company determine to reject such reasonable proposals, the amount of capital to be provided will be so much the less, and it will become a very easy matter for the Governments concerned to carry out the essentially important work of connecting Canada and Australasia telegraphically.

### A P P E N D I X D .

MEMORANDUM *by Mr. Sandford Fleming respecting the proposed Telegraph to connect Australia and India with England, by the Canadian Route.*

OTTAWA, 26th September, 1887.

At the Conference recently called by Her Majesty's Government to consider matters of common interest to all portions of the Empire, attention was directed to the question of connecting Australia and Asia with England by a postal and telegraph route through Canada.

The discussion was renewed from time to time and the more the question was considered the more deeply all present at the Conference became impressed with the vast significance of the issues which the new line of communication involve, for England as well as for the Australian Colonies, India, Canada and the whole outer Empire of Great Britain.

On the last day of the Conference the following resolutions were entered in the proceedings :—

First. "That the connection recently formed through Canada from the Atlantic to the Pacific, by railway and telegraph, opens a new alternative line of Imperial communication over the high seas and through British possessions, which promises to be of great value alike in naval, military, commercial and political aspects."

Second. "That the connection of Canada with Australia by direct submarine telegraph across the Pacific is a project of high importance to the Empire : and every doubt as to its practicability should without delay be set at rest by a thorough and exhaustive survey."

These resolutions expressed the united voice of the Conference after the strenuous efforts of gentlemen acting on behalf of the Eastern Extension Telegraph Company to impress the delegates with the idea that a direct telegraphic connection between Australia and Canada was unnecessary and impracticable.

The lines of the Eastern Extension Telegraph Company extend from India easterly to China and southerly to Australia, and they form the only existing telegraph connection between the Australian Colonies and Europe.

This company has for years enjoyed a monopoly of all telegraph business, and naturally solicitous for the future, its representatives left nothing undone to advance views adverse to the projected new line. Day by day Mr. John Pender, the chairman of the company, was in attendance. He was allowed to address the Conference and to circulate documents of various kinds among the delegates, and in every way he used his influence against the project in the private interest of the company he represents.

Notwithstanding those efforts the above resolutions were adopted, and it is not a little remarkable that they are the only resolutions which were formally submitted and unanimously assented to at the Conference.

The arguments offered on behalf of the company were combatted on public grounds by some of the delegates, and during the discussion the Postmaster General, Mr. Raikes, stated very forcibly that it would be absolutely impossible for the English people or for Her Majesty's Government to recognize the monopoly which the company seemed to claim; he, however, pointed out that while the position assumed by Mr. Pender for his company was one which could never be accepted either by the colonies or by the British Parliament, it was a matter of extreme difficulty for the English Government to assist in carrying out the new scheme in such a way as to constitute itself a competitor with the existing company. While he pointed out that difficulty, the Postmaster General gave expression to his warm sympathy with those who were seeking to promote what he termed "the most beneficial change of any of the changes which can come out of the Conference."

In the proceedings of the Conference of the 27th April and 6th May, will be found recorded the general principles of a scheme which would completely obviate the difficulty mentioned by Mr. Raikes. The scheme has much in common with one propounded by the Postmaster General of New Zealand, Sir Julius Vogel. The proposal is to combine the several telegraph systems of the Australian colonies under one management, to include the submergence of a cable across the Pacific from Australia to Canada, and to provide for taking over at valuation, whenever the company may desire, all the cables of the Eastern Extension Company.

While that proposal assumes that a change is demanded by public expediency, it also recognizes that the existing company, as the pioneer of a system of communication which has materially assisted in developing Australian trade, is entitled to just and reasonable consideration. If the new Pacific line will destroy the monopoly of the company and put an end to the profits which the shareholders hitherto enjoyed, the proposal carried into effect would return to them the full value of the property which would be rendered no longer profitable to them. Moreover, although it would scarcely be reasonable for the proprietors to expect compensation for unearned profits, they may fairly claim and be allowed all the profits obtainable until the new line be in operation.

A question will arise as to the value of the cables of the Eastern Extension Company. The testimony of Mr. Pender at the conference shows that they were laid at an average cost of £184 per mile. They have, however, been laid a number of years and have depreciated in value, according to the length of time submerged. Mr. Pender estimates the life of a cable at twenty years, and the published official statements of the company furnish full information as to the length and age of the cables it controls. With this data it is an easy matter for an actuary to prepare an estimate of the value, at any given year, of the whole system of cables owned by the company. Appended hereto will be found such an estimate, by which it appears that all the cables of the Eastern Extension Company are valued as follows:—

In 1887 total value .....	£960,195
1888 do .....	849,475
1889 do .....	738,751
1890 do .....	629,675

If we add the cost of the new line across the Pacific, reckoning it at the same rate per mile as the cables of the company, when first laid, we shall be enabled to form a tolerably correct idea of the new capital required to carry out the general scheme. According to the scheme submitted to the General Conference new capital would not be required for the land lines handed over by the Australian Colonies. These would be worked in common with all the cables under one management, each colony retaining an interest in revenue in proportion to the value of the lines handed over.

It may be assumed that the Eastern Extension Company will not desire to hand over their property so long as it can be worked at the old scale of profits, that is until the new line be ready for business; and as in all probability much time will be spent in negotiations, preliminary arrangements and surveys, the new line can scarcely be in

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operation before 1890. Accordingly we may take into calculation the estimate value of the company's cables for that year as under :—

### ESTIMATE OF NEW CAPITAL.

1. Valuation of the cables of the Eastern Extension Company in the year 1890 . . . . .	£ 630,000
2. Cost of new cables to connect Australia with Canada, 7,600 miles at £184 per mile . . . . .	1,400,000
	£2,030,000

The total new capital, then, required to carry out this comprehensive scheme designed to bring under one harmonious management all the telegraphs within the Australian Colonies and all the cables existing or projected from Australia to India and to Canada, appears to be a little over two millions sterling. The sum is very much less than that spoken of at the Conference, but it is impossible to impugn the estimate without calling in question the accuracy of the data which is supplied by the Eastern Telegraph Company itself.

£2,030,000 on a joint Government guarantee (Imperial and Colonial) could be raised at a very low rate of interest. At three per cent it would come to £60,900 per annum, a sum which is almost equalled by the subsidies now being paid or available as the following table will show :—

### BRITISH SUBSIDIES.

1. Paid by New South Wales . . . . .	£12,617
2. do Victoria . . . . .	14,479
3. do South Australia . . . . .	4,805
4. do West Australia . . . . .	499
5. do Tasmania . . . . .	4,200
	£36,600

### FOREIGN SUBSIDIES.

1. Paid by Malacca . . . . .	£ 1,000
2. do Manilla . . . . .	8,000
3. do Toquin . . . . .	10,000
4. do Maccao . . . . .	500
5. do Offered by Hawaii . . . . .	4,000
	£24,100
Total subsidies . . . . .	£60,700

In this list of subsidies it will be noticed that only five British Colonies contribute while ten British Governments in all are more or less directly and specially interested in the establishment of the new line of telegraph. It would manifestly be unfair to these five colonies if they were left to bear the whole burden. It seems proper that the other five British Governments should bear an equitable share of the cost.

The available foreign subsidies amount in all to £24,100 per annum. If we deduct this annual asset from the cost per annum of the new capital (£60,900) there remains £36,800 to be met in equitable proportions by the ten British Governments concerned in the scheme. Let us assume that half this annual charge be borne by the five con-

tributing Governments and the other half by the five Governments not now contributing the account will stand thus :—

Payable by.	Amounts.
1. New South Wales .....	} £18,400
2. Victoria.....	
3. South Australia.....	
4. Western Australia.....	
5. Tasmania.....	
6. The United Kingdom.....	} 18,400
7. India .....	
8. Canada.....	
9. New Zealand.....	
10. Queensland.....	
	<u>£36,800</u>

The exact proportions payable by each Government can only be determined by negotiations and mutual agreement, but the above sets forth generally the features of a scheme which seems well calculated to accomplish the desired object. Five of the Australian Colonies are bound by agreement to contribute until the end of the present century a subsidy of £36,600 per annum. According to the above division these colonies would have their liability reduced to £18,400 per annum, scarcely more than half what they now pay. Their direct gain would be £18,200 per annum while their indirect gain resulting from reduced charges and facility of intercourse would be infinitely greater.

In view of the important advantages in which all would participate, it cannot be urged that the other Governments not now contributing would be greatly burdened by the joint payment of £18,400 per annum.

It will not be overlooked that when the foreign subsidies expire a further charge of £24,100 per annum will have to be met from some source. Even if it be required to be borne by the ten governments in equitable proportions, it could not weigh heavily on any one of them, but it is anticipated that when all the subsidies run out the revenue from the telegraphs will be amply sufficient to meet interest and every other charge. The new Pacific telegraph system as a Government work would be established with capital secured at a very low interest, making it possible for a profitable business to be done at exceedingly low schedule rates. The great reduction in rates thus rendered possible would give a wonderful impetus to telegraphy; and as a consequence business, it is believed, would so greatly increase as to admit of revenue meeting fully every proper charge against it. This will be the more apparent when it is considered that at no time would revenue be chargeable with dividends or bonuses which the shareholders of all private companies mainly look for.

After the discussion at the Conference, it can no longer be held that the existence of the Eastern Extension Company must preclude the establishment of the new line of communication across the Pacific; a line demanded not simply by colonial growth and general commercial progress, but in a still greater degree by the exigencies of the Empire. That it is vitally expedient to secure the new line as a measure of defence can be judged by the magnitude of the consequences, which at any time may result from neglect in establishing it. This has been emphatically recognized by the highest authorities in England and likewise acknowledged by the members of Her Majesty's Government and by the representatives of all the colonies at the Conference.

It is claimed that the scheme set forth meets all the objections which have been raised and goes far to harmonize every interest; it would undoubtedly establish the new line of communication at the least possible cost and enable the principal self-governing colonies to co-operate with the Home Government in carrying out a project of very great Imperial importance.

SANDFORD FLEMING.

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## *Appendix to the above Letter.*

Estimated value of the cables of the Eastern Extension Telegraph Company calculated (by an actuary) on the data furnished by Mr. John Pender, chairman of the company, viz. :—Original cost per mile £184, and life of cable 20 years. The lengths of cable laid are taken from the official documents of the company.

When Laid.	Miles Laid.	Years Submerged.	Value in 1887.
1869.....	180	18	£ 3,312
1870.....	2,409	17	66,488
1871.....	2,721	16	100,243
1876.....	1,283	11	106,232
1877.....	864	10	79,488
1879.....	2,444	8	269,818
1880.....	529	7	63,269
1883.....	920	4	163,024
1884.....	502	3	78,512
1885.....	180	2	29,808
	12,035		960,195

Similarly the value of the property in the three following years has been ascertained to be as follows :—

12,035 miles of cable, value in 1888.....	£849,473
12,035 do do 1889.....	738,751
11,855 do do 1890.....	629,685

## APPENDIX E.

Address in London, July 1st, 1892, by Sandford Fleming, C.M.G., &c., delegate from the Board of Trade of the City of Ottawa, to the second Congress of Chambers of Commerce of the Empire, July 1st, 1892.

### DIRECT TELEGRAPHIC COMMUNICATION THROUGHOUT THE EMPIRE.

I do not propose to dwell on the importance or even the necessity of a complete telegraph system as a means of defending our world-wide Empire, quite apart from its commerce. This almost self-evident proposition has been set forth at other times and places. I shall, as is the most fitting on this occasion, consider the subject mainly from its commercial aspects.

A large part of the discussions at the Congress has turned upon drawing more closely the links of connection not only between the mother country and the outlying parts of the Empire, but also between the various great groups of colonies. The strongest views have been uttered upon this point, and the resolutions have been formally presented and unanimously passed, giving expression to the opinion that every step should be taken which would tend to increase the feeling among British subjects in every part of the world that they are one people and that they have common interests in trade and commerce.

That the telegraph has already operated towards this end in a very remarkable way is evident to all; that it may do so still more in the future is equally clear. Few questions, therefore, can have higher claims upon the attention of the Chambers of

Commerce of the British Empire than those which relate to telegraphic communications. The application of electricity to telegraphy has given to the world an entirely new means of communication at once the most sensitive and the most useful that the mind of man can conceive. In no department of human activity is its utility more constantly thrust upon us than in the fields of commerce. Everywhere the opening of trade relations is quickly followed by the construction of telegraph lines; indeed, in new countries, such as Canada and Australia, the telegraph is not seldom the pioneer of settlement and railways. Everywhere the connection by telegraph and cable stimulates and facilitates commercial intercourse. The extraordinary extent of the change thus brought about is illustrated by the fact that for communication across the Atlantic no less than ten submarine cables are now in constant use instead of the one which first came into continuous use a quarter of a century ago; it is further strikingly illustrated by the rapid growth of telegraphic intercourse with the east and Australasia, necessitating an increase in the number of wires employed. Already more than £1,000 per day are spent on telegraphic communication between the United Kingdom and the Australasian Colonies alone.

British shipping, which controls so large a part of the carrying trade of the world, has come to depend in great measure upon telegraphic advice for its most effective employment. The overwhelming relative interest which British people have in this comparatively modern means of communication is further proved by the fact that out of the 125,000 miles of ocean cable now in existence, at least 90,000 are owned by our people and carried on under their management, leaving only about 35,000 miles or about one-fourth of the whole, for all the other nations of the world. The proportion furnishes no bad measure of the preponderance of British commerce. Great, however, as British enterprise has been in the matter of cable construction, the development of the outlying parts of the Empire is constantly making upon it new demands. One great field has been left entirely untouched, and to it I now wish to direct special attention.

It may almost be taken for granted that as British commerce expands nothing short of a complete system, bridging all the great oceans, will fully satisfy its wants. For the present the Atlantic is not inadequately provided for by the ten cables to which I have referred, while another is now being added to the two laid to South America. The configuration of the Indian Ocean makes the various lines which skirt its coasts satisfy the immediate necessities of the case. The Pacific alone is not traversed by a single line of wire.

That this condition of things presents a serious hindrance to commercial development; that from a strategic point of view it indicates a serious flaw in our national system for the defence of commerce, are positions which appear capable of conclusive proof.

At the present time the two largest divisions of the Empire, Canada and Australia, though actually separated from each other by only the Pacific Ocean, are telegraphically separated by but little short of the whole circumference of the globe. Both countries have growing interests upon the Pacific; both are manifestly destined to become great powers bordering upon that ocean; and both look forward to an increased commercial intercourse with each other. Circumstances might easily arise in the near future which would make it of the greatest consequence that these two countries should be prepared to exercise their influence jointly in order that it may be exercised most effectually. Obviously for either closer commercial relations or for joint action, better telegraphic connection is all but an absolute necessity. The cost of sending messages from Canada to Australia is now prohibitive for all practical purposes; with a wire traversing the Pacific it would be reduced to the lowest possible figure, since the line would be fully employed as an alternative route for European messages to and from the South Pacific. Australians should remember, too, that easy and cheap communication with Canada means the same with the whole continent of America, so closely are the Canadian and the American systems connected with each other.

When I brought this subject before the Colonial Conference of 1887, to which I was a delegate representing Canada, I proved by arguments and figures which have

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never yet been refuted, that the cost of sending messages between Great Britain and Australia over the proposed Pacific line would be far cheaper than by any existing route. Since that time the cost of sending such messages has been reduced one-half, and yet the cost per word by the Pacific route as then stated by me would be little more than one-half of the present reduced rates by eastern routes. The calculations on which this estimate is based will be found in memoranda submitted to the Conference, and in the discussions thereupon.

I need not dwell upon the evident fact that any considerable cheapening of telegraphic rates would immediately react upon commercial prosperity and activity. How much importance is attached to this aspect of the question is proved by the willingness of the various Australian Governments to give the guarantees which ensured the reductions made in 1891. Actual results confirm this view. The report of the Eastern Extension Telegraph Company, dated April 21st, 1892, conveys the information that the reduction in rates effected last year has already increased the volume of business 48 per cent over that of 1890, and 60 per cent over that of 1889.

These observations have hitherto borne mainly on the development of trade. I may now turn to the consideration of another equally important aspect of the question. The *defence of trade* is as well worthy discussion by Chambers of Commerce as are its development and prosecution. A large proportion of the national thought, a very large part of the national expense, are given to providing means for *protecting trade* in any great national emergency. In this connection our subject assumes a new importance.

The highest naval authorities are agreed that in time of war the use of the telegraph would furnish one of the most effective means of giving security to the vast commerce of the Empire. Telegraphic orders sent out confidentially by the Admiralty from time to time would indicate to merchant ships the precise course which they should take on both outward and inward voyages. By this means the protecting naval force could be disposed with complete knowledge of the whereabouts of the commerce to be defended, while an enemy would have no such knowledge. It is believed that by making at intervals changes in the routes indicated, greater security could be obtained.

In alluding to this branch of the subject I cannot do better than quote from an excellent authority, Captain R. W. Cragie (Naval Prize Essay, 1892), "The protection of our commerce on the outbreak of war can only be secured by compelling it to follow certain fixed routes; these should be laid down beforehand and called A. B. C. &c., and all shipowners and masters should be acquainted with these routes. On the outbreak of war, all steamers would proceed by the route telegraphed out confidentially from the Admiralty, and the route changed by telegraph when necessary; for instance, one route might pass 50 miles to the eastward of St. Helena, another 100 miles, and so on; by this means our cruisers would know where to find our commerce, but the enemy would not.

"All sailing ships should be stopped and laid up at the same time.

"If these precautions were adopted, our commerce ought not to suffer very severely and there ought to be no panic."

To no part of the commerce of the Empire would such a device for protection be so serviceable as to that of Australasia. Without taking into account the new route by way of Canada which, in emergency, might be used for commercial purposes; if we take into consideration the alternative routes open around Cape Horn and the Cape of Good Hope, and the vast ocean spaces to be traversed, it will be seen that this system might give to Australasian trade an almost complete immunity from attack except in the immediate neighbourhood of European waters, where the strongest force would be available for its defence; merchants and shippers will readily understand that among other advantages there would result an enormous money saving from reduced risks and insurance charges.

But the execution of any such plan manifestly depends upon the completeness and security of a national telegraph service around the globe. A glance at a telegraphic map of the world shows that at present we have no such complete and secure service. England has four possible main lines of connection with the East and Australasia. One goes by way of Gibraltar, Malta, Egypt, and the Red Sea. Another passing through



France, Italy, and Greece also goes on to the Red Sea. A third traverses Germany, Austria, Turkey, Russia and Persia. A fourth crosses Russia to the Pacific, whence it connects to the south with Chinese and Indian lines. Perhaps the route now completed around Africa should be mentioned as a fifth alternative. But with all these lines it is for national purposes in time of war a fatal defect that they pass through possibly hostile countries, where they would be useless to us, or through shallow seas where the cables could be easily fished up and destroyed. For issuing instructions, such as have been mentioned, to the merchant ships of our Southern Colonies and our Eastern dependencies, not one of these Eastern lines could in time of war be depended upon for a single day.

A line across the Pacific, on the other hand, would not only be far removed from the political storm centres of the European continent, but would have two other great advantages—first, it would pass entirely over British soil, and second, that it would pass chiefly through deep seas where it could only be destroyed with great difficulty. It would complete the circle of communication around the Empire. From a strategic point of view, then, the value of such a line in time of war would be immeasurable. So striking seems the necessity for its construction, that we may fairly argue that even if the line were for a time commercially unprofitable, the Governments of the mother land and the colonies would be fully justified in bearing a portion of the expense, for the sake of the added guarantee of national security which it would give.

The importance attached to the question of a Pacific cable by the Colonial Conference of 1887 led to the following minutes being unanimously assented to and recorded in the proceedings:—

“1st. That the connection recently formed through Canada from the Atlantic to the Pacific by railway and telegraph opens a new alternative line of Imperial communication over the high seas and through British possessions, which promises to be of great value alike in naval, military, commercial and political aspects.

“2nd. That the connection of Canada with Australia by direct submarine telegraph across the Pacific is a project of high importance to the Empire, and every doubt as to its practicability should, without delay, be set at rest by a thorough and exhaustive survey.”

Following up these, and more specific representations of the members of the Conference, the Admiralty was induced to undertake a nautical survey to test the practicability of the route. The survey has been carried on during the intervening years. The soundings are all that could be desired, proving as they do, the existence of a sea floor probably not less favourable for cable laying than that of the Atlantic which is used for this purpose. That the results of the survey are satisfactory may be judged from the fact that sounding operations have been closed, and the Admiralty have taken possession of a number of islands in the Pacific for the purpose of establishing mid-ocean stations whenever they may be required.

The Canadian Government has, on more than one occasion, indicated its willingness to give substantial support to this scheme of telegraph connection across the Pacific with Asia and Australia. At one time it had arranged for a special deputation to proceed to Australia to confer with the Governments of the various colonies upon this and kindred subjects, the chief member of the deputation being the present Premier of the Dominion, Sir John Abbott. The delay in sending this deputation was entirely due to the occurrence of political movements in Australia, which seemed to render the time chosen inopportune.

Canadians may fairly claim that they have some right to press the matter of cable extension on the Pacific from a national point of view, since such an extension would be the natural complement of what they have done towards British consolidation. The great enterprise by which the Dominion has been spanned by a trans-continental railway and telegraph system has not only opened up new and immense fields for national growth, but has made great changes in the strategic relations of the Empire. It has reduced by more than one-half the time required for supplying a Pacific squadron with draughts of men, or with arms or naval stores. It has provided an alternative military route to the far east. It has given the opportunity for a greatly improved postal service with

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Japan and other eastern countries. It has led to the establishment of a line of fast steamships, capable of being easily changed into armed cruisers, upon the north Pacific, while it has opened up the way for a similar line of steamers to the sister colonies in the South Pacific, for the establishment of which the Parliament of Canada has already voted a liberal subsidy.

Representing as I do the Board of Trade of the Capital of the Dominion, it is natural and proper that I should speak as a Canadian, and I may be pardoned for pointing out on behalf of Canada that it is in the genuine spirit of British enterprise that she desires to stretch out her arms to Asia and to Australia. Have not Canadians been associated from the first with the development of the great modern means of inter-communication? The man is yet alive who designed and built the first ship to cross the ocean under steam. That man, James Goudie, was born in Canada, and that ship, the "Royal William," was built at Quebec sixty-one years ago. It was the "Royal William" which inspired Samuel Cunard, himself a Canadian, to establish the great line which bears his name. The man is yet alive who assisted in driving the locomotive of the first passenger train on any railway in the world, and that man, Charles Whitehead, has been from the earliest days and is still connected with the railways of Canada. The man is yet alive who projected and took no small part in establishing the first Atlantic cable, and that man, Francis Gisborne, continues to serve the Canadian Government as Superintendent of Telegraphs.\*

While I point with some pride to what has been done by Canada and by Canadians, we all recognize similar evidences of national spirit and enterprise in Australia and New Zealand, indeed throughout the whole Colonial Empire. It is by evidences such as these that British people throughout the world are made to feel that they do indeed belong to one great nation. And we have only to glance back but a few years, not even so far as the commencement of the reign of our present sovereign, to see the wondrous advance which has been made.

The national progress is largely due to the twin agencies, steam and electricity, which a beneficent providence for wise and good reasons has been pleased to place at our command. It is impossible to believe that this remarkable advance is suddenly to be arrested. If we do well our part, will not the progress of the Britannic Empire continue? Will not the next century, even the next generation, display a condition of national development beyond our present dreams. Those who are familiar with the great colonies and know their possibilities, will have no difficulty in understanding that they are merely in their infancy, and precisely as the trunk of a great tree increases in size, solidity and strength by accretions around the circumference, so likewise it is in these vast continental possessions of the Queen that Her Majesty's new Empire is to grow and expand into colossal dimensions.

But if we are to keep the empire intact, if we are to combine all the parts into a lasting whole we must connect the units by commerce and by every cord of attachment. To extend, expand, strengthen, consolidate, build up and maintain the new united Empire, we must, without delay, take means to obtain the freest and best intercourse between all the parts. In establishing the telegraph system of the United Empire we cannot do better than take for our model the telegraph system of the United Kingdom, where all centres of business are telegraphically connected. The British Islands are covered with a network of wires; places the most remote as well as those in close proximity can exchange communications on the same easy terms. Caithness and Cornwall are telegraphically as near each other as adjoining parishes, and it should be our steady aim to bring into similar close telegraphic contact every land which is British in the two hemispheres.

The telegraph is the nervous system of commerce. A complete telegraph system will be as indispensable to the commerce of the new Empire, which is being developed, as the nervous system is to the human body. No human being can remain in healthful life with a defective nervous system. If the nerves become seriously impaired to any

\*On Mr. Fleming's return to Canada he learned that Mr. Goudie was dead—all three have now passed away. Mr. James Goudie died May 7th, 1892, aged 83; Mr. Francis N. Gisborne died August 30th, 1892, aged 69; Mr. Joseph Whitehead died March 12th, 1894, aged 80.

one of us, who can tell what disaster may follow? So, likewise, in the sphere of commerce. If we place our reliance in a telegraph system so insufficient and so exposed that it may receive fatal injury from causes beyond our control, trade and shipping may, at the first critical moment, be completely paralyzed. The desired telegraph system should be one which would bring every unit of the Empire within easy electric touch. If we are to build up a great British commercial union, the first essential step is to bring every British community throughout the world into direct telegraphic connection.

These considerations lead me to think it a matter of supreme importance to trade and shipping; to the expansion and support of British interests, that the telegraph should as speedily as possible be extended across the Pacific Ocean. The day is not far distant when the Pacific will be traversed, as the Atlantic is, by many cables, but we must take one step at a time, and the first step which circumstances demand is undoubtedly that which will give to Australia an alternative line of telegraphic connection with England. In my humble judgment this step is of vital importance to the Empire as a whole, and I appeal to every one of the delegates who constituted the Parliament of Trade and Commerce assembled in London; I appeal to every British merchant at home and abroad; I appeal to every Chamber of Commerce, within Her Majesty's dominions, to urge upon the Home and Colonial Governments that the establishment of this cable should not be long delayed. There is no section of the globe's surface where a telegraph is more needed; nowhere within the influence of the Empire would it serve purposes more important. The spanning of the Pacific Ocean by the electric wire will be of immense advantage to British shipping; it will stimulate the development of new trade; it will strengthen the attachment of the great sister colonies on both sides of the ocean to the mother land; it will effectively promote that Britannic union of trade and commerce so earnestly desired by every speaker at this Congress of Chambers of Commerce of the Empire.

## APPENDIX F.

### STATEMENT RESPECTING THE NAUTICAL SURVEY IN CONNECTION WITH THE PACIFIC CABLE.

From the first conception of a trans-pacific cable it was considered necessary to obtain a proper nautical survey; this was especially the case when statements were made in certain quarters that such an undertaking could not be carried out owing to insuperable difficulties alleged to exist on the route. In order to invest the project with public confidence it was deemed exceedingly desirable that the survey should be undertaken by the British Admiralty as being the highest nautical authority in existence. Application was accordingly made at various times through the proper channel to the Admiralty to have the survey carried out by them.

At the Colonial Conference of 1887, Sir Alexander Campbell moved a resolution, setting forth "that the connection of Canada with Australia by direct submarine telegraph across the Pacific is a project of high importance to the Empire, and every doubt as to its practicability should without delay be set at rest by an exhaustive survey." In submitting the resolution Sir Alexander at some length dwelt upon the importance of the cable and the necessity of a survey. He likewise explained the repeated efforts which had been made in previous years to have it accomplished by the Admiralty. Among other things he said:—

"Canada proposed two or three years ago to assist in a survey. The difficulty which the Admiralty urged was, that they had no vessel to spare, and therefore they could not do it.

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"Canada had several vessels of her own, and she found a suitable one, the 'Alert,' an excellent ship for the purpose, which she had been using in connection with observations which she had been making for a couple of years, as to the time Hudson's Bay was open every year for navigation.

"She offered the 'Alert' for the purposes of the survey, and in that way she seemed to have answered completely the difficulty raised by the Admiralty.

"Canada wrote over to the Admiralty telling them that she had a suitable vessel; and then they would not do it at all. Then we offered to pay half the expense. Still the Admiralty would not do it, and there the matter stopped."

After the resolution moved by Sir Alexander Campbell was unanimously passed and the Conference closed, the following letter was addressed to the Right Honourable Sir Henry Holland (now Lord Knutsford), Secretary of State for the Colonies:—

"LONDON, May 16th, 1887.

"SIR,—During the discussion on the subject of the postal and telegraphic communications of the Empire, before the Colonial Conference, the question was raised as to the practicability of submerging cables in the Pacific Ocean so as to connect Canada and Australia telegraphically, and as all doubts on the question should be removed with as little delay as possible, a thorough and exhaustive nautical examination should be at once made."

"The undersigned, therefore, on behalf of the Governments they represent, respectfully request that Her Majesty's Government will cause such survey to be made."

This letter was signed by the following gentlemen, comprising all the delegates to the Conference then in London.

For Canada,—

SIR ALEXANDER CAMPBELL,  
MR. SANDFORD FLEMING.

For Victoria,—

MR. JAMES SERVICE,  
MR. ALFRED DEAKIN,  
SIR JAMES LORIMER,  
SIR GRAHAM BERRY.

For New South Wales,—

SIR PATRICK JENNINGS,  
SIR ROBERT WISDOM,  
SIR SAUL SAMUEL.

For Queensland,—

SIR SAMUEL GRIFFITH,  
SIR JAMES GARRICK.

For Western Australia,—

SIR JOHN FORREST,  
MR. SEPTIMUS BURT.

For New Zealand,—

SIR WILLIAM FITZHERBERT,  
SIR FRANCIS D. BELL.

For Tasmania,—

MR. J. S. DODDS,  
MR. ADYE DOUGLAS.

For Newfoundland,—

SIR AMBROSE SHEA,  
SIR ROBERT THORBURN.

For Natal,—

SIR JOHN ROBINSON.

For Cape of Good Hope,—

SIR CHARLES MILLS.

The Colonial Minister caused the above letter to be transmitted to the Admiralty on May 23rd. The Admiralty replied as follows:—

“ ADMIRALTY, 28th May, 1887.

“ SIR,—I have laid before my Lords Commissioners of the Admiralty your letter of the 23rd instant, inclosing a recommendation signed by the delegates to the late Colonial Conference, that a survey should be made with a view to determining the practicability of laying a cable between Canada and Australia; and further suggesting that Mr. Fleming should be placed in communication with the Hydrographer to the Admiralty with a view to discussing the question.

“ 2. In reply their Lordships desire me to state, for the information of Sir Henry Holland, that if Mr. Fleming has not already left London, he will find the Hydrographer at the Admiralty on any day he may like to fix.

“ 3. My Lords, however, desire me to add that unless the Secretary of State has reason to believe that a submarine cable is likely to be laid from Vancouver to Australia very shortly, their Lordships would not propose to despatch a surveying vessel for the sole purpose of obtaining soundings over the route, but that they will endeavour to arrange that soundings shall be gradually obtained during the next few years in the ordinary course of hydrographic surveys.

“ I am, &c.,

“ EVAN MACGREGOR.

“ The Under Secretary of State,  
“ Colonial Office.”

The writer of the following letter, having been furnished with copies of the letters from the Colonial Office and the Admiralty, addressed the Colonial Minister as follows:—

“ LONDON, June 8th, 1887.

“ SIR,—I have the honour to acknowledge the receipt of your letter of the 3rd inst., inclosing copies of letters between the Colonial Office and the Admiralty respecting the proposed nautical survey of the Pacific in connection with the laying of a cable between Canada and Australia.

“ I beg leave to direct attention to the third paragraph of the letter from the Admiralty which reads as follows:—

“ ‘ My Lords, however, desire me to add that unless the Secretary of State had reason to believe that a submarine cable is likely to be laid from Vancouver to Australia very shortly, their Lordships would not propose to despatch a vessel for the sole purpose of obtaining soundings over the route, but that they will endeavour to arrange that soundings shall be gradually obtained during the next few years in the ordinary course of hydrographic surveys.’

“ Since the receipt of your letter of the 3rd instant, I have, with the permission of the Lords Commissioners of the Admiralty, placed myself in communication with the Hydrographer, who has explained to me what is to be understood by the last part of the above quoted paragraph. From these explanations I have learned that it not intended to do anything until next year; that next year it is expected that a surveying vessel will be despatched to Australian waters for other purposes, and that while there the officers will be instructed in the ordinary course of their duties, to endeavour to obtain some information which may be useful in connection with the question of laying a cable. It is intended to follow the same course year by year; but from all I can learn no definite idea can be formed as to the time which will be expended before the work will be completed; indeed it does not appear quite certain that anything will be done even next year; it is hinted that the work may be interrupted and the surveying vessel taken away. It is scarcely necessary for me to point out that the course proposed to be followed will not accomplish the desired end. The records of the Conference will show how much importance is attached by every delegate to the telegraphic connection of Canada and Australia. In an Imperial point of view its importance was

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held at the Conference to be second to no other question brought forward for discussion, and I think I may venture to say on behalf of the twenty-one delegates who attached their names to the letter of the 16th of May, addressed to Sir Henry Holland, that it will be a grave disappointment to them and to the Governments they represent, if no other course than that proposed and explained to me by the Hydrographer be followed. Sir Henry Holland, who presided over the Conference, will remember how strongly individual members spoke on the subject, and he knows also the view of the Conference as a body. On the last day of the Conference a resolution on the question was unanimously adopted, to which I think it would be well to direct the special attention of the Admiralty.

“I respectfully submit that the Lords Commissioners of the Admiralty appear to have misapprehended the object of the application of the 16th of May. I may therefore venture to explain that as some of the officers of the Government and other gentlemen examined before the Conference gave testimony which raised doubts as to the practicability of establishing a direct telegraph across the Pacific, a general feeling prevailed that the question was of such paramount importance as to demand immediate attention and that every doubt should be set at rest by having a thorough and exhaustive survey made under the highest nautical authority. No one who attended the meetings of the Conference, or who has seriously considered the relations of the great self-governing colonies to the mother country can for a moment doubt that an electric cable from Canada to Australasia, is imperatively demanded, and that if practicable it will be established; the question of practicability, however, is precedent to all others, and it is therefore of the utmost importance that the request of the delegates to the Conference, made collectively and individually on behalf of their respective Governments, should be reconsidered.

“I have the honour to be, sir,

“Your most obedient servant,

“SANDFORD FLEMING.

“The Under Secretary of State,  
“Colonial Office.”

The correspondence was continued throughout the year 1887 by the Colonial Office, the Admiralty, and the Governor General of Canada, but nothing practical was done in prosecuting the survey until the following year.

On the 7th March the following telegram was sent from Melbourne to Lord Knutsford by the Governor of Victoria :—

“In accordance with resolution passed by Postal Conference held Sydney, the whole Australian Colonies being represented, my Government ask that Admiralty may be moved to make early survey of suitable route for ocean cable telegraph by way of Pacific Ocean *via* Vancouver Island, cost to be defrayed by Her Majesty's Government, Government of Canada, and Australasian Colonies.”

Thereupon the letter which follows was transmitted from the Colonial Office to the Admiralty :—

“DOWNING STREET, 16th March, 1888.

“SIR,—With reference to your letters (M. 1212) of the 28th of May and (M. 1557) of the 5th of July last on the subject of a proposed telegraph cable between Canada and Australia, I am directed by Lord Knutsford to transmit to you, to be laid before the Lords Commissioners of the Admiralty, a copy of a telegram received from the Government of Victoria, March 7th, 1888, urging that an early survey may be made of a suitable line for a cable.

“As the Colonial Governments of Australia appear to be prepared to provide, in conjunction with the Imperial Government and the Government of Canada, a proportionate share of the expenses of such a survey, Lord Knutsford, with a view to that further consideration of the question which has become necessary, would be obliged if

their Lordships would furnish him if it is in their power to do so, with an approximate estimate of the probable cost of a survey.

“I am, &c.,

“JOHN BRAMSTON.

“The Secretary of the Admiralty.”

On hearing from the Admiralty Lord Knutsford transmitted a circular despatch to the Governor General of Canada, and the Governors of the Australian Colonies, conveying the decision arrived at by Her Majesty's Government.

“DOWNING STREET, 1st May, 1888.

“SIR,—I have the honour to transmit to you, for communication to your Government, a copy of a letter which I caused to be addressed to the Lords Commissioners of the Admiralty respecting the survey which Her Majesty's Government have been requested to make of a route for a cable telegraph between Canada and Australia across the Pacific Ocean, together with an extract from their Lordships' reply.

“Her Majesty's Government concur in the opinion expressed in the letter from the Admiralty that the question of accelerating the survey must remain open until there is a prospect that the funds for the construction of the cable will be found.”

“I have the honour to be, sir,

“Your most obedient humble servant,

“KNUTSFORD.”

*Extracts from a letter from the Admiralty to the Colonial Office, dated 4th April, 1888.*

“5. H.M.S. ‘Egeria’ is now on the point of sailing from Sydney to perform the important work of clearing up the dangers, and fixing the positions of, and surveying the islands on the route from New Zealand to Vancouver, a work which my Lords understood was strongly urged by Rear-Admiral Sir George Tryon on the representations of the Colonies.

“6. In the course of this work the ‘Egeria’ has orders to obtain deep soundings which will in two or three years furnish more detailed information than now exists as to the varieties of depths to be expected on the general line of cable.

“7. To survey a route for a cable to any purpose would, however, entail long searching for the best line, examination of contours of coral islands, and continuous close soundings; and three years' steady work at that and nothing else would probably not complete the survey.

“8. The operations on which the ‘Egeria’ is about to be employed will provide for work of immediate value to, and of urgent necessity in connection with, the commerce now springing up; and will also furnish gradually (at a minimum cost) the preliminary information required, and a great part of that directly bearing on the laying of a cable.

“9. My Lords do not, therefore, consider that it is advisable to make any alteration in the orders under which the ‘Egeria’ is about to act; and as no vessel can be spared from her hydrographic work in any other part of the world the question of hastening the survey by providing another vessel must, in their Lordships' opinion, remain open, until Lord Knutsford is able to inform this department that there is a reasonable prospect that the funds for the construction of the submarine cable across the Pacific will be found, and that time is of importance in Imperial interests.

“10. In reply to the inquiry contained in the last part of your letter, my Lords desire me to state that the annual cost of H.M.S. ‘Egeria’ is about £12,000, and that if a similar vessel is provided especially for the purpose of making a complete survey of the best ocean route and landing places, the cost would be about £36,000. The foregoing estimate is irrespective of the value of the vessel, and the cost of fitting her out.”

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On receiving copies of these communications the writer of the following letter felt it incumbent upon him to address Lord Stanley, Governor General of Canada on the subject.

“ OTTAWA, 28th June, 1888.

“ His Excellency  
“ The Right Honourable Lord Stanley,  
“ Governor General of Canada.

“ MAY IT PLEASE YOUR EXCELLENCY :—

“ I have the honour to refer to a circular despatch of date 1st May, 1888, which Lord Knutsford has addressed to the Governors of the Australian Colonies and the Governor General of Canada, on the proposed survey of a suitable route for the cable telegraph projected between Canada and Australia by way of the Pacific Ocean.

“ I am impelled by a sense of duty to ask Your Excellency's permission to submit the following remarks, in the hope that Your Excellency will consider the subject of importance sufficient to justify further proceedings being taken.

“ The consideration of postal and telegraph inter-communication as essential to the consolidation of the Empire was specially alluded to in the circular despatch of Mr. Stanhope, 26th November, 1886, summoning the Conference, which met in London in 1887. The Colonial Minister dwelt on it as a ‘ great question ’ which concerned in a special degree the interests of the whole of the Queen's dominions, and he reproduced the words used in the Queen's speech at the prorogation of Parliament, expressing the conviction of Her Majesty ‘ that there is on all sides a growing desire to draw closer in every practicable way the bonds which unite the various portions of the Empire.’

“ In his address at the opening of the Conference, the President, Lord Knutsford, gave great prominence to the question, and at subsequent meetings (April 19, 20, 27 and May 6) the proposal to establish a telegraph cable between Canada and Australia was earnestly discussed. I beg leave to refer to the accompanying return to the Parliament of Canada to an address of the Senate dated 27th March last (pages 8 to 82) for minutes of these discussions and also for a resolution which was unanimously passed at the close of the Conference. This resolution sets forth that under every aspect, naval, military, commercial and political, the establishment of such a line of telegraphic communication would have great value, and that, every doubt to its practicability should, without delay, be set at rest by a thorough and exhaustive survey.

“ The doubt as to the practicability of the project arose from statements made to the Conference by gentlemen who appeared before them on the invitation of the Imperial authorities, among others the chairman of the Eastern and Eastern Extension Telegraph Companies and the secretary of the Imperial Post Office Department, introduced to the Conference as the highest authority on telegraph matters existing. In speaking of the route of the proposed cable these gentlemen alluded to ocean depths which had previously been unheard of and to other obstacles which might prove insuperable, leaving an impression on the minds of the delegates of doubt and uncertainty, which can only be removed by actual survey.

“ After the Conference had closed, in order to emphasize the convictions they had formed that an immediate and exhaustive survey was indispensable, the delegates addressed a letter to the Colonial Minister. I desire to direct your Excellency's attention to this letter, dated 16th May, 1887, and the correspondence which immediately followed (pages 137 to 140 of accompanying return). The letter is signed by twenty-one delegates, representing the Governments of New South Wales, Victoria, Queensland, Western Australia, Tasmania, Newfoundland, Natal, the Cape of Good Hope, New Zealand and Canada.

“ A further correspondence took place, the most important portion of which, to the end of 1887, appears in the accompanying return. I have the honour to append copies of the more recent correspondence, viz. :—

“ 1. Copy of a telegram from the Governor of Victoria to Lord Knutsford, dated Melbourne, 7th March, 1888, referring to a resolution passed at a conference held recently at Sydney, the whole of the Australian colonies being represented, urging that an early



survey of a suitable route for the cable be made, and pointing out that the colonies would share in the expense.

"2. Letter from the Colonial Office to the Admiralty, dated 16th March, 1888, inclosing a copy of the telegram from Australia and requesting information with respect to the probable cost of a survey.

"3. Extract from a letter from the Admiralty to the Colonial Office dated 4th April, 1888, pointing out that H.M.S. 'Egeria' is under instructions 'to perform the important work of clearing up the dangers, and fixing the positions of and surveying the islands on the route from New Zealand to Vancouver,' and that 'in the course of this work the 'Egeria' had orders to obtain deep soundings which will in two or three years furnish more detailed information than now exists as to the varieties of depths to be expected on the general line of cable.' The letter further states that to survey a route for a cable, 'three years' steady work at that, and nothing else, would probably not complete the survey'; also that 'the question of hastening the survey by providing another vessel must, in their Lordships' opinion, remain open until Lord Knutsford is able to inform the department that there is a reasonable prospect that the funds for the construction of the submarine cable across the Pacific will be found, and that time is of importance in Imperial interests.'

"4. Circular from the Colonial Minister transmitting the above letter and concurring in the opinion expressed in the letter of the Admiralty that the question of accelerating the survey must remain open until there is a prospect that the funds for the construction of the cable will be found.

"The proposal to establish a telegraph cable from Canada to Australia by way of the Pacific, had its crigin in the Dominion. It has been recognized by men representing every one of the Colonies in the Southern Hemisphere and by Her Majesty's ministers that the enterprise is of value, not simply on account of the connection which it would establish between Canada and the great Colonies on the opposite shore of the Pacific, but likewise from the influence it would exercise in the consolidation of the Empire. On this ground it has always been considered that the co-operation of the Imperial Government may with confidence be claimed. The representatives of Canada at the Conference endeavoured succinctly to represent the favourable results which would follow the construction of this direct line of communication and the representatives of all the other colonies freely gave expression to their views, confidently dwelling on the hopes and aspirations they entertained.

"I will not, my Lord, in this communication repeat the arguments brought forward at the Conference to justify our expectations that the Colonies will obtain the sympathy of the Imperial Government in this effort. It may, however, be said that this new line of communication will promote the cultivation of intercourse and more intimate relationship, and cannot fail to establish a more perfect bond of union and identity of interest nationally and commercially between Australia, Canada and England to exercise the happiest influences. Moreover, the whole route from England to Australia runs through British territory or through waters removed from the risk of communications being tampered with, as might happen on passing through foreign soil or in the shallow seas around the shores of foreign countries. The work is indeed a national undertaking of importance to the common interests in time of peace and of greater value in time of war in view of the common safety and the maintenance of the integrity of the Empire. It was in view of these considerations that the representatives of the Colonies asked upwards of a year back that every doubt as to the practicability of the undertaking should without delay be set at rest.

"I beg leave to refer Your Excellency to the extracts from the letter (April 4th, 1888) of the Admiralty appended. It is stated that if the telegraph survey was made the primary and only object of the expedition the means now being employed would scarcely complete the examination in three years, but it is obvious from the instructions issued that the work of obtaining the information is made incidental and subsidiary to other duties as of secondary importance. Such being the case, it is difficult to forecast an estimate of the number of years, under the orders, conveyed in the Admiralty letter, within which

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the cable surveys will be completed. It may indeed extend over a dozen or more years.

“I respectfully direct Your Excellency’s attention to the strong feeling entertained that no such delay should take place. It will not be overlooked that any doubt of the practicability of the project has not been raised by the outer provinces of the Empire; it has in no way been advanced by those who represent the Australian Colonies, New Zealand or the Dominion; it was suggested by the witnesses brought forward by the home Government. Naturally the colonies look to the home Government to set the question at rest as soon as possible.

“Until this question be settled it can scarcely be expected that much progress can be made in providing the funds for carrying out the enterprise. It will be no ordinary matter for the Governments of nine or ten countries, some of them separated by half the earth’s circumference, to come to an agreement on the general details of a financial scheme, and it will be perfectly futile for them to do so if the survey should show that the undertaking is not practicable. On the other hand should the work be pronounced feasible, the circumstances which call for the consummation of the project will in one form or another assure its construction. I respectfully submit to Your Excellency that the people in the colonies will fail to recognize that it is necessary, reasonable or just to expect that the funds should be provided or that the mode of raising the capital should be arranged previous to orders being given for the survey to be perseveringly and systematically carried on.

“At a meeting of the Conference on 20th April, 1887, at which the Pacific cable was considered, the Imperial Postmaster General, Mr. Raikes, explained the position of the home Government. His remarks are so important, that I feel it my duty to ask Your Excellency’s attention to them as they appear in the proceedings. The following is an extract:—

“When we are told by Mr. Fleming that it may be possible to transmit words at the rate of about two shillings per word *via* Canada and Pacific,’ (nine shillings and fourpence per word being the lowest charge by the existing line), ‘we see at once the perfect revolution in the communications between the Australian Colonies and the mother country, which would be effected if such an arrangement could be carried out. But I think the Conference will feel that, while appreciating the importance of this, and largely sympathizing with what I believe to be the most beneficial change of any of the changes which can come out of this Conference it would be a matter of extreme difficulty, I think without precedent, for the English Government itself to become interested in such a scheme in such a way as to constitute itself a competitor with an existing commercial enterprise carried on by citizens of the British Empire.’

“The enterprise alluded to by Mr. Raikes is the ‘Eastern Extension Telegraph Company’ whose lines extend from India to Australia.

“I will not attempt to disguise the conviction generally felt and which I fully entertain, that the new line of telegraph *via* Canada would make it impossible for that company to continue to realize the profits it has hitherto enjoyed.

“There is really only one mode of carrying out the project, realizing any admitted benefits which it will create and satisfactorily overcoming the difficulty explained by Mr. Raikes. It is to constitute the undertaking an Imperial-Intercolonial work, taking over the property of the existing company and placing the whole under one management. This proposal is considered in a memorandum dated 26th September, 1887, (page 148 of accompanying return), to which I beg leave to refer Your Excellency.

“While there should be the strongest desire to respect established rights and honourably recognize existing interests, on the other hand we must bear in mind the well-known principle, that no private company, whatever its profitable operations, can be allowed to impede the general advantage of the Empire. The principle is clearly established that private interests must yield to public good; such private interests being fairly indemnified.

“In the memorandum of 26th September, 1887, it is contemplated to carry out the undertaking under a joint commission, on which would be represented the Imperial Government, and the Governments of Canada, the Australian Colonies, and New

Zealand. That through this means the new Pacific cable would be established as a public work ; and the cables of the Eastern Extension Company taken over at a fair valuation, whenever that company desires to dispose of them. The members of the commission to be appointed by the contributing Governments, and their duties and responsibilities defined and determined by these Governments.

“ It is contemplated that the capital required for the undertaking shall be obtained on a joint Government guarantee, thus securing it at the lowest rate of interest. It is shown by the data given in the memorandum that owing to the low rate at which money is thus obtainable it is possible to procure the amount required for the construction of the new cable with the addition of a sum sufficient to cover the value of the Eastern Extension Company's cables without involving much, if any, higher interest charges than the subsidies now paid.

“ The interest on £2,030,000, the estimated cost of the new telegraph and the value of the present line, at 3 p. c. is £60,900, whereas it is anticipated that on the United Imperial and Colonial guarantee, money could be obtained at 2½ or but little over that rate.

“ The amount of the several subsidies now paid is £56,700, of which £36,600, is paid by the Australian Colonies.

“ Opinions may vary with respect to the value of the cables of the Eastern Extension Company. I can only remark on this point that the calculations given in the memorandum of the 26th of September, 1887, are based on the testimony of the company's highest officer, and on official data, which I do not consider can be disputed. Be the value what it may, the principle remains the same. It is proposed that the existing telegraph company shall have the option of selling its cables to the joint Government Commission, at the price which shall represent their value at the date of transfer.

“ It may be anticipated that the Eastern Extension Telegraph Company will claim for loss of profits something more than the actual value of their property. They should undoubtedly be considered in a fair and liberal spirit, but the question of indemnity and all other details may be left for future consideration. I am now only desirous of drawing Your Excellency's attention to the fact that it will not be difficult to provide all the funds required under some such arrangement as that suggested.

“ The important feature of the proposal is the raising of capital on the joint guarantee of the Imperial and Colonial Governments. It will be within Your Excellency's knowledge that in 1867 a loan was raised on this principle towards carrying out an undertaking in which the Imperial and Canadian Governments were mutually concerned,—the railway connecting Quebec and Halifax. Under this arrangement the funds to the extent of £3,000,000 sterling were provided at a low rate of interest and by this means, without in anyway drawing on the Imperial exchequer, the Home Government rendered substantial aid in the construction of an important section of the national railway of Canada. By the same principle of co-operation, the great undertaking referred to in this communication, to which so much importance has been attached as a means of bringing into closer affinity the various portions of the Empire, may be successfully carried out.

“ Previous to the departure from Canada of Your Excellency's predecessor, Lord Lansdowne, he received memorials from Halifax, Montreal, Ottawa, Toronto and other places praying him to take steps to constitute a conference of delegates to devise means for the development of intercourse, trade and commerce between Australia and Canada. A deputation waited upon him during His Excellency's last visit to Toronto, to press this proposal, and before he sailed for England another deputation consisting of some twenty members of the Canadian Parliament waited upon him to advocate the same policy.

“ Lord Lansdowne cordially favoured the suggestion and recognized that such a Conference was most desirable. He was good enough to state that he would use his influence with the Home Government to have the proposal carried into effect.

“ A Conference of delegates representing Canada, the Australian Colonies and New Zealand would have no more important matter brought under their consideration

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than the subject I have endeavoured to submit to Your Excellency in this letter. It may even be assumed that one of their first duties would be to arrange the general details for carrying into execution the proposed public undertaking.

“ I beg leave to express the hope that the explanations which I have made will enable Your Excellency to represent to Lord Knutsford that there is a reasonable prospect of means being found for establishing the proposed cable telegraph across the Pacific, and that it is important to have the survey completed at as early a date as possible.

“ I have the honour to be,

“ Your Excellency’s

“ Very humble servant,

“ SANDFORD FLEMING.”

The object of the foregoing letter to His Excellency was to point out these facts, viz. :—

1. The establishment of a Pacific cable was in harmony with Imperial policy as expressed by Her Majesty’s Ministers, in connection with the Colonial Conference of 1887.

2. The Colonial Conference of 1887 gave emphatic expression to the value of a Pacific cable under every aspect, naval, military, commercial, and political.

3. The delegates from the colonies collectively and individually, on behalf of the Governments they represented, urged in the strongest manner Her Majesty’s Government to cause a nautical examination to be made to establish the practicability of the proposed cable.

4. The Admiralty after some delay undertook to make a hydrographic survey “ on the route from New Zealand to Vancouver,” but under the instructions given to the surveying ship “ Egeria ” many years would elapse before the work could be completed.

5. Representations were made to have the survey accelerated, but the Admiralty declined to push on the survey with greater expedition, on the ground that they should first be informed that there is a prospect of the funds being found for laying the cable.

6. It is shown that there was then as there is now, a reasonable prospect of means being found for establishing the cable, but that it is a matter of no ordinary difficulty to bring ten Governments, widely separated by distance, into agreement respecting funds and it would be futile to do so unless the survey proved the undertaking to be practicable.

7. The hope is therefore expressed that the Admiralty would see how reasonable it is that the survey should be accelerated, so that it would be completed at as early a date as possible in accordance with the frequently expressed wishes which have been referred to.

This appeal was made through the Governor General of Canada, but it remained without response. As far as known the Admiralty were not prevailed upon to hasten the survey or make any change in the orders issued to the “ Egeria.” At a later period, however, a change was made, but it was preceded by the following letters which explain themselves.

### FURTHER CORRESPONDENCE.

*Letter from Mr. Sandford Fleming to Lord Knutsford.*

“ HOTEL VICTORIA, NORTHUMBERLAND AVENUE,

“ LONDON, W.C., 26th June, 1890.

“The Right Honourable LORD KNUTSFORD,

“ Secretary of State for the Colonies.

“ MY LORD,—I feel constrained to address you on a subject which concerns Canada not less than other great divisions of the Empire.

“ When I left Ottawa two weeks ago, the matter to which I desire to refer had not been noticed in any quarter on the other side of the Atlantic. My attention has

been directed since my arrival here to communications in newspapers of recent date, and more particularly to an article in the 'Times' of the 20th instant, on the subject of telegraphy between Great Britain and Australasia.

"If I understand the proposal which has been made, it is that the charges for telegraphing should be reduced to about one-half the present rates, on condition that the Imperial and Australian Governments join in guaranteeing a certain revenue to the Eastern and Eastern Extension Telegraph Companies; which guarantee would involve a liability estimated by the representatives of these companies at £54,000, more or less, per annum. To put the proposal in other words, the Governments are asked, as I understand it, to assume the responsibility of supporting and maintaining the monopoly of the present line of telegraph for a period of ten years.

"The proposal is not new. It was made by the same companies in a slightly modified form (the principle being the same) three years ago, but it was not then seriously entertained. My surprise is that it should again be renewed, and I feel it a public duty to point out the consequence which will result should the proposal be accepted.

"To enable me to do so it is necessary that I should refer to the proceedings of the Colonial Conference of 1887, at which I had the honour to be one of the representatives of the Dominion.

"At this Conference an obligation rested upon the Canadian delegates to explain the position of Canada in relation to the telegraphic communications of the Empire, and it was acknowledged by nearly every member of the Conference, that it would not be possible to overlook the undertakings and the peculiar geographical situation of the Dominion, in considering the telegraphic relations of England and Australia, and in dealing with Imperial communications as a whole.

"So much importance was attached to the subject, that after the proposal of the telegraph companies was submitted and every argument in its support advanced by their most able advocate and representative Sir John Pender, the Conference formally adopted two resolutions in favour of the Canadian route, and I desire to emphasize the fact that no propositions brought before the Conference were assented to more cordially or with greater unanimity.

"These resolutions read as follows:—

1. "That the connection recently formed through Canada from the Atlantic to the Pacific by railway and telegraph opens a new alternative line of Imperial communication over the high seas, and through British possessions, which promises to be of great value alike in naval, military, commercial, and political aspects."

2. "That the connection of Canada with Australia by direct submarine telegraph across the Pacific is a project of high importance to the Empire, and every doubt as to its practicability should, without delay, be set at rest by a thorough and exhaustive survey."

"The explanations and discussions of which these resolutions were the outcome, set forth in ample detail that the true way to permanently reduce the charges in telegraphy between Great Britain and Australia is to utilize the Canadian route, and establish a new cable across the Pacific from the western coast of the Dominion. It was likewise shown that by this alternative route the electric cable would be laid in deep water, and the telegraph would pass through countries under the British flag, and in consequence would in every respect be safer from injury than the existing line, and more permanently serviceable in peace or war.

"The representations of the Conference were considered of so much importance that the Admiralty commenced a survey of the new route, and up to the present time has, as far as I am aware, discovered no difficulties in the way. Possession has also been taken by Great Britain of a number of the islands in the Pacific, for the purpose of establishing mid-ocean stations.

"Recognizing that negotiations were necessary in order to reach a common understanding, the Government of Canada two years ago invited the Governments of Australia and New Zealand to send delegates to Canada to consider the whole question of telegraphic and trade relations, and arrange terms. Correspondence resulted, involving delay, and it was finally agreed that delegates should be sent from Canada to Australia. Accord-

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ingly, the Canadian Government appointed delegates last year, but the proposed federation of the Australian Colonies postponed their visit under the conviction that more effective action would be attainable after federation became accomplished. The unfortunate delay proceeds from causes, some of which exhibit the extreme desirability of having closer connection by a direct cable across the Pacific. I believe I am correct in stating that the Canadian Government only awaits the proper moment again to commission delegates to proceed on the same mission.

“ Under these circumstances it certainly would be a retrograde step to adopt the proposal of the Eastern and Eastern Extension Telegraph Companies. Its adoption would practically put an end to any prospect of connecting Canada and Australia telegraphically for ten years to come, possibly for a much longer period. Admitting all that can be said in favour of reducing telegraph charges, admitting that they cannot be reduced a moment too soon, would it be wise to prevent the establishment of an alternative line, which, to a greater extent than by any other means, would have the effect of reducing these charges? If time be an element of importance, is it not the true policy to accelerate the survey undertaken by the Admiralty, and make arrangements for establishing the new line with the least possible delay? It is obvious that the acceptance of the proposal of the existing telegraph companies would prove a serious blow to colonial development and commercial expansion on the waters of the Pacific. It cannot be accepted without completely ignoring the commanding position of the Dominion, and disregarding all that Canadian enterprise has done to make that position commanding. Would this be wise? Is it expedient? Are there not Imperial interests of the first magnitude involved in the question?

“ In 1886 Her Majesty's Government advised the Queen to summon a Conference for the discussion of questions of general importance to the whole Empire. The colonial Minister in calling the Conference specially alluded to the development of Imperial telegraphic communications, and gave expression to the opinion that ‘they should be considered as a whole, in order that the needs of every part of the empire may, as far as practicable, be provided for, and that suggestions may be obtained from all quarters as to the best means of establishing a complete system of communication without that increased expenditure which necessarily results from isolated action.’

“ The joint deliberations of delegates from all parts of Her Majesty's Empire, and the formal submission of their deliberate opinion under the circumstances of their appointment, and in view of the objects for which they were called together, should carry with it due weight.

“ The reduction of telegraph charges is most important, but there are other momentous considerations, and while it has been indisputably shown that the new line will be able to do its work at far lower rates than is possible by the old line, most important advantages of another kind can justly be claimed for it. It will secure to the mother country a second and more direct means of reaching Australia, incidentally affording the much-needed connection with Fiji and other outlying dependencies. It will indirectly give a new means of communication with India, should the lines through Europe and the Red Sea become through war or other causes unusable. The new line will create common interests between Australians and Canadians; it will bring closer together the great outlying divisions of the Empire; it will play an important part in fostering British commerce and upholding the British flag on the Pacific. I humbly think that the £54,000 per annum, or whatever sum may be required to carry out the proposal now before the Government, would more advantageously be expended on the establishment of a new cable across the Pacific from Canada to Australia. Canada has always been prepared to contribute her full proportion of expenditure on works of an Imperial character. If she has expended fifty millions of pounds sterling in building a great national highway from the Atlantic to the Pacific, who can doubt that she will be ready to do her share in establishing a new telegraph from her western coast to Australia. Is the opinion of the Colonial Conference, unanimously expressed, to be unheeded? Is it expedient that Canada and the Canadian route should be wholly ignored? Is it desirable that any course should be followed which will debar the Canadian Dominion from co-operating with her sister col-

onies and with the mother country in a matter in which they have a common interest? I venture to think that aid in the way proposed to the existing companies would be fatal to any Pacific telegraph; it would be essentially a step backwards, and could lead to no permanent good, while the same outlay expended in another direction would result in incalculable advantages. I speak advisedly, and with a thorough knowledge of what I speak, when I say that the sum of £54,000 per annum from the Australian and Imperial Governments, added to the assistance which may reasonably be expected from Canada and from other sources, would insure the completion of telegraphic communication between Great Britain and Australia by the Canadian route, and would realize the fulfilment of a national idea pregnant with lasting advantages to the great and growing communities under the one flag on the three continents. It would secure the completion of an alternative line of communication—British throughout, to multiply and strengthen the ties which bind the Empire together.

“I trust I may be pardoned for presenting the subject as it strikes a Canadian. However ungracious the task, I am impelled by a sense of duty to seek the earliest opportunity earnestly to point out that in my humble judgment it would be an error of grave magnitude, equally in the interests of the mother country, Australia, and Canada, to give effect to the proposal now under the consideration of the Government.

“I have the honour to be,

“My Lord,

“Your obedient servant,

“SANDFORD FLEMING.”

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*Letter from Colonial Office to Mr. Sandford Fleming, C.M.G.*

“DOWNING STREET, 7th July, 1890.

“SIR,—I am directed by Lord Knutsford to acknowledge the receipt of your letter of the 26th ultimo, in which you draw attention to the evils which you consider would accrue if Her Majesty's Government should entertain the proposal to join the Australian Colonies in sharing the payment of the present cable subsidy, and in a guarantee to the Eastern and Eastern Extension Telegraph Companies in consideration of the reduction of telegraph rates.

“In thanking you for your observations, which have been laid before the Lords Commissioners of the Treasury, I am desired to refer you to the answer given by Mr. Jackson to Sir G. Baden-Powell in the House of Commons on the 12th ultimo, in connection with this proposal.

“I am, sir,

“Your obedient servant,

“JOHN BRAMSTON.”

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NOTE.

On June 12th, in the House of Commons, Mr. Jackson, in reply to Sir G. Baden-Powell, intimated that Her Majesty's Government had not been able to accede to the proposal to join the Australian Government in the proposed guarantee to the existing telegraph company. On the 17th, Mr. Goschen further discussed the question with the Agents-General, and promised that the matter would be fully reconsidered, and a definitive reply given. The above letter of July 7th, from the Colonial Office, goes to show that Her Majesty's Government remains in the position indicated by Mr. Jackson on June 12th.

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These letters were printed and forwarded to many leading Australians and New Zealanders, along with the following circular letter :—

*“To Australians and New Zealanders.*

“CANADIAN OFFICES, 17, VICTORIA STREET,  
“LONDON, S.W., July 18, 1890.

“FELLOW COLONISTS,

“I beg leave to address you on a subject of more than ordinary importance at the present moment, when your colonies are completely cut off telegraphically from the rest of the world.

“The accompanying correspondence with Lord Knutsford refers to the traffic-revenue guarantee, proposed to be given to the Eastern and Eastern Extension Telegraph Companies. I have the best authority for stating that my letter of June 26th fairly expresses the Canadian view of the case.

“While the reply of the Secretary of State indicates that the Home Government declines to join in the guarantee, there is, as I am informed, some probability that the Australian Governments may, under force of circumstances, accept the terms offered by the existing telegraph companies. I venture therefore as a fellow colonist to point out that by co-operating with Canada a much more advantageous arrangement can be effected.

“The proposed guarantee to the Eastern and Eastern Extension Telegraph Companies, it is estimated by the representative of these companies, would add to the liabilities of the Australasian Colonies, £54,000 more or less, per annum.

“The length of cable to reach across the Pacific from Canada to New Zealand and Australia, allowing 20 per cent for slack, is estimated by competent authorities at 8,900 miles. A cable of the very best type can be laid over this distance for less than £1,750,000; it is perfectly safe, therefore, to take the outside cost in round figures at £1,800,000.

“I have elsewhere given good reasons why this cable should be a public undertaking, owned by the Governments, worked and managed under Government superintendence.

“If so established, the whole capital, under a joint Government guarantee, could be raised at about 3 per cent, and would involve an annual charge of £54,000.

“I have elsewhere given indisputable evidence that telegraph messages may be sent between England and Australasia by the Canadian route at less than one-quarter the present rates.

“I need scarcely ask what course should be followed. The question is, should a monopoly of telegraph business be built up in the hands of the existing companies, or is it in the public interest to establish an independent line, owned by the public, and under Government control? The one course would reduce the cost of telegraph messages to one-half the present rates, and add a liability to the Australian Colonies estimated at £54,000 per annum. The second course would reduce the cost of messages to one-quarter the present rates, and involve no heavier annual charges, while the £54,000 guarantee would be shared by Canada, and, I trust I may add, by the mother country. Moreover, the cable would be owned by the contributing Governments, and the profits would accrue to reduce, perhaps eventually extinguish, the interest charges. This is merely the financial view of the question; its momentous political aspect is dealt with in my letter to Lord Knutsford (appended), and in other documents submitted to Her Majesty's Government.

“The Admiralty has had in hand the work of sounding the new route since the beginning of 1888, so that there can be nothing to prevent the survey being completed during the manufacture of the cable, and the whole laid within two years.

“At this moment, when the existing cables are broken down in three places, I feel it a public duty to submit the case as it now stands for your earnest consideration. I humbly think I have shown how you may speedily and on easy terms obtain cheap telegraphy and the incalculable advantages of an alternative line by the Canadian route.

“I have the honour to be,

“Your obedient servant,

“SANDFORD FLEMING.”



This correspondence is incomplete without the following letter from Sir John Pender and Mr. Fleming's reply thereto.

*Letter from Sir John Pender to Mr. Sandford Fleming.*

“THE EASTERN EXTENSION AUSTRALASIA AND CHINA  
“TELEGRAPH COMPANY, LIMITED.  
“WINCHESTER HOUSE, 59, OLD BROAD STREET,  
“LONDON, E.C., 22nd July, 1890.

“DEAR MR. SANDFORD FLEMING,—I have read your circular letter of the 18th instant, together with the annexed correspondence with the Colonial Office on the subject of the recent unfortunate interruption of telegraphic communication with the Australian Colonies, and the establishment of an alternative route *via* the Pacific, and if the various Governments interested are determined to have a line across the Pacific, and are prepared to incur the requisite expenditure for the purpose, I am quite ready as I have always told you, to co-operate in carrying out the work on fair and reasonable terms, and in this way the object might be attained more easily and economically than if third parties were employed. But if it should be decided to establish a Pacific communication as a separate and distinct undertaking, from the existing lines, it must not be forgotten that two cables across the Pacific will be required, which, according to your own figures would cost £3,600,000, or £108,000 per annum, as one line could no more be relied upon in the Pacific than in the Java seas, where all our three cables between Java and Australia were suddenly and simultaneously interrupted by earthquake a few days ago.

“Fortunately, however, this is a very rare occurrence, only one previous interruption of the kind having occurred on our system during a period of over 20 years. Moreover, the Java seas are mostly shallow, so that repairs can be easily and promptly made, as in the present instance, while the Pacific Ocean is not only subject, perhaps in a greater degree than the Java waters, to volcanic disturbances, but the depths are so great that repairs would be most difficult and costly when an interruption occurred.

“The cost of maintaining the present system amounts to over £100,000 per annum.

“I am looking forward, if spared, to visiting Hong Kong next year, travelling through Canada by the Canadian Pacific line when I hope to inspect that wonderful undertaking in which you have played such a prominent part, and at the same time discuss with you the best means of establishing closer telegraphic communication between Canada and the Australian Colonies when the time is ripe for carrying out the work.

“Faithfully yours,

“JOHN PENDER.

“P.S.—Your letter to Lord Knutsford ignores the fact that there is at present an alternative line to India *via* the West and East Coasts of Africa quite independent of the Red Sea route.”

*Letter from Mr. Sandford Fleming to Sir John Pender.*

“17, VICTORIA ST., LONDON, S.W.,  
“July 24th, 1890.

“SIR JOHN PENDER,  
“50, Old Broad St., London.

“DEAR SIR JOHN,—I received late last evening your favour of the 22nd, and desire to thank you for it. I am very glad to find you are coming to realize that it is absolutely necessary to have an alternative cable to Australia by way of Canada and the Pacific. I have always held and I now hold that the means taken to establish the

## Mission to Australia.

new telegraph connection is entirely secondary provided that the new line be secured. Its establishment by whatever means is the primary consideration, and it is for the Governments concerned to decide how it is to be done. In my humble judgment if they consult economy and desire to secure cheap telegraphy, they will act wisely in making the work a public undertaking and in retaining it in their own hands under an efficient management.

"I notice what you say about having two cables across the Pacific on account of possible interruptions, but it seems to me this conclusion on your part is scarcely logical, if as you say interruptions are so exceedingly rare. A breakdown once in twenty years would not of itself justify the laying of a second cable at an additional cost of £1,800,000.

"Are you, however, quite accurate? Is it the case that interruptions on your cable are so infrequent? I have a list before me by which it would appear that the Eastern Extension cables between India and Australia have broken down thirty-six times within the last eighteen years, and of these fourteen breaks were between Port Darwin and Banjoewangie the nearest sections to Australia. I notice also that one of the fourteen breakdowns referred to caused an interruption of four months, and another of three months and a half. The other interruptions were generally for much shorter periods. It is quite true that you now have more than one cable on that section, but I do not see that duplicating, even triplicating the cable on the same route is an absolute security from interruptions as shown by the simultaneous breaking down of all three cables for a period of ten days during the present month.

"Be all that as it may, my contention is simply that a line from Australia to England by way of Canada would be a great advantage all round. That to Australia and New Zealand, it would be better than relying wholly on the one existing route. To these colonies it would give two strings to their bow, and that is commonly held to be an advantage. You say that under certain circumstances two cables across the Pacific will be required. In this I am not disposed to disagree with you, as I believe more than two will eventually be required, but let us have one at a time, and the sooner we get that one the better. In after years other cables can be laid as they are required to meet the demands of a wonderful development of commerce which I am satisfied will come in the not distant future.

"You suggest that repairs in the deep water of the Pacific would be most difficult and costly. Let me remind you of the fact established by experience on the line between Lisbon and Pernambuco, passing through waters about the same depth as the Pacific, that no repairs of any consequence have been found necessary in the deep water section of that line, since it was laid some thirteen years ago.

"Referring to the postscript of your letter, there is indeed a cable laid round the west and east coasts of Africa connecting England with Aden in that way, but that line of cables passes through no less than ten foreign ports, beginning with Lisbon and ending with Mozambique. You are aware, too, the existence of that line did not obviate the necessity so recently as the month of May last of sending Australian messages through Russia Siberia, China and French Cochin-China, when two of your cables east of Aden broke down. I still think I was strictly correct in my statement to Lord Knutsford respecting the proposed Pacific cable: 'It will indirectly give a new means of communication with India should the lines through Europe and the Red Sea become through war or other cause unusable.'

Receive my thanks for your friendly letter and for the evidence it conveys to my mind that you are prepared to accept the conviction that Canada and Australia must be connected telegraphically. In this you merely evince your usual wise discernment, and few men have it in their power in a larger degree than you to hasten the advancement of a public undertaking fraught with so many advantages to the Colonies and the Empire.

" Yours faithfully,

SANDFORD FLEMING.

The breaking down of the cables of the Eastern Extension Company and the complete telegraphic isolation of the whole of the Australasian Colonies was an emergency which, while it lasted, opened the eyes of all thinking men at home and abroad to the value of the proposed Pacific cable, and more especially to its vital importance to Australia and to Great Britain. The correspondence brought the question of an alternative route between England and Australia to the attention of men in official circles, and it could scarcely fail to have had some effect in showing them that in the common interests of the Colonies and the Empire it was daily becoming more and more expedient to push forward the nautical survey undertaken by the Admiralty so as to hasten the period when a cable would be established across the Pacific.

The facts set forth in these letters had, however, no effect in accelerating the work. Judging from the results they seem to have had the opposite effect, for according to information recently obtained, it appears that the "Egeria" was immediately withdrawn from her work in the Pacific, that surveying operations were stopped, and moreover, that they have never since been resumed.

Canada and the Australian Colonies were deeply interested in the work so suddenly brought to an unlooked-for end, they believed this work to be in complete accord with Imperial policy, and for this and other reasons alluded to in the first part of this statement, they specially desired that it should be undertaken by the British Admiralty. They repeatedly represented that it should be prosecuted with vigour, and they asked to be allowed to share in the cost. All efforts, however, failed to have the survey accelerated, yet there was reason to suppose that under the orders issued to the "Egeria," if progress would not be rapid it would at least be continuous. There was no reason to think that the work would be discontinued in its incomplete state, and it is to be regretted that when discontinued no information of the fact was conveyed to the Colonial Governments. Only quite recently has it been learned that surveying operations had been suspended, and after repeated inquiries for particulars an answer has now come from the Admiralty dated the 30th of last month, conveying the unwelcome intelligence that the "Egeria" had been removed in September, 1890. Thus for some unexplained reason the survey had been brought to an end three and a half years ago.

OTTAWA, 20th February, 1894.

## APPENDIX G.

(*Translation.*)

AGREEMENT for the establishment and laying of a submarine telegraph cable between New Caledonia and Australia, between M. Delecassé, Under Secretary of State for the Departments of Commerce, Industry and the Colonies, acting for and on account of the State, of the one part; and Henry Léanté, President of the Council of Administration of the Société Française des Télégraphes Sous-Marins, a limited company with a capital of eleven million francs (11,000,000 francs), and whose head offices are situated at 32 Rue Caumartin, Paris, and J. Dapelle, Director of the Society, both acting for and on account of this Society, which has given them full power, of the other part.

They have agreed as follows:—

Art. I. The Société Française des Télégraphes Sous-Marins is authorized to land on the shores of the Island of New Caledonia, a sub-marine cable connecting this French possession with Australia, and to work the cable for a period of thirty years, commencing from the date of its opening for service.

Art. II. The Société Française des Télégraphes Sous-Marins, owning landing rights on the shores of Queensland, obtained from that Government, agrees to lay a cable and open it for service before 22nd September, 1893, and to maintain the same until the concession shall have lapsed.

## Mission to Australia.

Art. III. As far as the establishment, working and maintenance of the projected cable, as well as the organization of service, the fixing and collecting of rates, the control, the relations with the public and the connecting of the new line, at either end, with sub-marine of land line systems, is concerned, the Société Française des Télégraphes Sous-Marins shall observe the table of rules and obligations approved by the Under Secretary of State for the Marine Department and the Colonies.

The Société agrees to accept all the clauses and conditions of the table above referred to, which are in agreement with the terms of this agreement.

Art. IV. Telegrams of the French Government will be forwarded free of charge over the cable connecting Australia and New Caledonia, on condition that the total amount of the charges on these telegrams shall not exceed the annual traffic guarantee.

Art. V. The Société agrees to have offices in France, to engage French administrators only, to have the cable manufactured by French employés in works situated on French territory, and to guarantee the laying of the cable by a French ship and crew.

Art. VI. The Société shall not, without the express written consent of the French Government, cede any of the rights resulting from the present agreement nor strengthen its lines nor amalgamate its interests with those of any other company.

Art. VII. The French Government agrees to assist by guaranteeing to the Société (with the co-operation of other Governments) an annual income of 300,000 francs ; but their share shall not exceed two-thirds of the whole amount, viz., 200,000 francs. The Governments of Queensland and New South Wales agree to guarantee the remaining third part, viz., 100,000 francs, and it is agreed that their share shall not exceed this amount.

The guarantee is granted subject to contingencies as foreseen in Art. 9, and upon condition that the Société fulfils the conditions of the present contract during the whole term of the concession fixed by Art. 1.

The receipts shall comprise all the collections made by the Société for the transmission of telegrams over the Australia-Caledonia line.

The guarantee of the French Government which shall not exceed 200,000 francs stipulated in the first paragraph of this article will be applied solely to the payments of interest, and the redemption of special bonds to be issued by the Société, for the purpose of raising the necessary capital for the establishment of the Australia-New Caledonia cable, and the mode of application shall be drawn up in the usual legal form.

The guarantee shall commence from the date of the opening of the line for public service when ratified by the Bureau International des Administrations Télégraphiques.

Settlement of accounts shall take place half yearly according to the decision arrived at by the Minister of Finance ; subject to alterations which may be caused by the application of Article 9 hereafter.

Art. VIII. The Société agrees to deduct from the gross receipts of the line a fixed sum of 60,000 francs to cover the working expenses.

After this deduction has been made the balance of the receipts shall be deducted from the total sums guaranteed in the preceding article, in proportion to the amount of the guarantee of the Government of France and the Australian Colonies, that is to say as far as the French Government and its proportion of two-thirds is concerned.

Art. IX. In case the line from Australia to New Caledonia is not established within the time fixed by Article I. (*force majeure* excepted) the contract will become null and void.

In the case of interruption of service for more than three months (*force majeure* excepted) the guarantee will be suspended for a period equal to that during which the line is interrupted.

At all times however, if the duration of interruption shall be more than five months and the Société have convinced the French Government that they have done all in their power to effect the repair of the cable since its interruption, the penalty which would have been incurred according to the provisions of the preceding paragraph, shall be reduced in the following manner :

1. If communication shall be re-established during and before the end of the month, *i. e.* 91st to the 120th day inclusive, the guarantee will only be suspended from the 91st day after the date of interruption to the date of re-opening for service.

2. If communication has not been re-established during and after the end of the fifth month the guarantee will be suspended during the whole of the fourth month; vide preceding paragraph, and further, it will be suspended for double the time the interruption exists after the 121st day.

Further, in case of interruption for a period exceeding six months, or in case of non-performance of other essential clauses of this agreement, particularly Articles 2, 3, and 6, the French Government shall have the right to annul the agreement and to declare it null and void.

Art. X. The transit rate over the cable from Australia to New Caledonia shall be mutually agreed upon by the French Government and the Société.

The maximum rate shall be 90 centimes a word.

Art. XI. The Société Française des Télégraphes Sous-Marins shall deposit with the state a sum of 100,000 francs as security for the fulfilment of these engagements.

This deposit shall be lodged within one month from the date of approval of the present agreement.

It shall be returned to the Société within the three months after the opening of the line for service, if the conditions and rules set forth by this agreement have been adhered to.

Art. XII. Any dispute as to the interruption or the non-performance of these presents arising between the Government, of the one part, and the Société des Télégraphes Sous-Marins, or persons claiming under them, of the other part, shall be settled by the Council of State.

Art. XIII. This agreement is made subject to approval by the French Parliament, and it shall not become binding until such approval has been definitely promulgated.

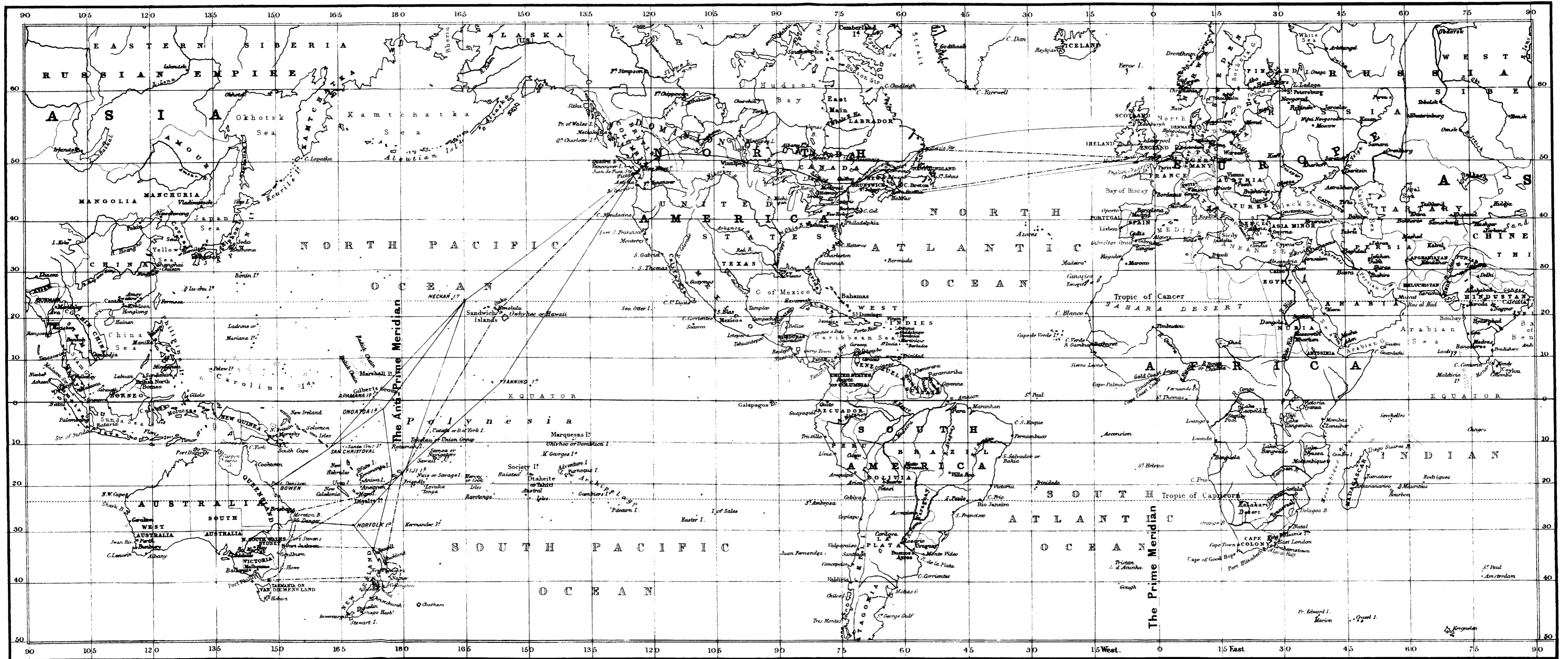
Art. XIV. This agreement will be registered at a fixed charge of three francs.

The cost of stamps and registration shall be paid by the Société Française des Télégraphes Sous-Marins.

Made at Paris, 3rd February, 1893.

(Signatures follow.)

# THE WORLD ON MERCATOR'S PROJECTION,



Steamship lines between Canada and Australia shown thus: ———— Cable lines between Australasia and Canada referred to in Mr. Fleming's Memorandum of October 11<sup>th</sup> 1893 shown in red.

57 Victoria.

Sessional Papers (No. 5B.)

A. 1894

# PROCEEDINGS

OF THE

# COLONIAL CONFERENCE

1894

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HELD IN OTTAWA, CANADA, FROM 28<sup>TH</sup> JUNE TO 9<sup>TH</sup> JULY, 1894

---

*PRINTED BY ORDER OF PARLIAMENT*



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## Colonial Conference.

*To His Excellency the Right Honourable Sir John Campbell Hamilton-Gordon, Earl of Aberdeen, Governor General of Canada, &c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY:—

The undersigned has the honour to present to Your Excellency the Report of the proceedings of the Colonial Conference, held in Ottawa from 28th June to 9th July, 1894.

Respectfully submitted,

MACKENZIE BOWELL,

*Minister of Trade and Commerce.*

OTTAWA, 1st September, 1894.



# Colonial Conference.

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Colonial Conference.

MINUTES OF PROCEEDINGS  
OF THE  
COLONIAL CONFERENCE

HELD AT

OTTAWA, CANADA

JUNE 28<sup>TH</sup>—JULY 9<sup>TH</sup>

1894

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SENATE CHAMBER,

OTTAWA, CANADA, 28th June, 1894.

Pursuant to an invitation extended by the Government of Canada, and contained in an Order in Council of that Government, dated 5th of February, 1894 (*see* Appendix A), the following delegates presented themselves for conference, namely:—

The Right Honourable the Earl of Jersey, P.C., G.C.M.G., representing the Government of Her Majesty ;

The Honourable Mackenzie Bowell, P.C., Minister of Trade and Commerce ; the Honourable Sir Adolphe P. Caron, P.C., K.C.M.G., Postmaster General ; the Honourable George Eulas Foster, P.C., LL.D., Minister of Finance ; and Sandford Fleming, Esq., C.M.G., representing the Government of the Dominion of Canada ;

The Honourable F. B. Suttor, M.L.A., Minister of Public Instruction, representing the Government of New South Wales ;

The Honourable Nicholas Fitzgerald, M.L.C., representing the Government of Tasmania ;

The Honourable Sir Henry de Villiers, K.C.M.G., and Sir Charles Mills, K.C.M.G., C.B., representing the Government of the Cape of Good Hope ;

The Honourable Thomas Playford, Agent General, representing the Government of South Australia ;

A. Lee Smith, Esq., representing the Government of New Zealand ;

Sir Henry Wrixon, K.C.M.G., Q.C., Honourable Nicholas Fitzgerald, M.L.C., and Honourable Simon Fraser, M.L.C., representing the Government of Victoria ;

The Honourable A. J. Thynne, M.L.C., Member of the Executive Council, and Honourable William Forrest, M.L.C., representing the Government of Queensland.

The proceedings of the day were open to the public and were presided over by His Excellency the Governor General of Canada, who delivered an address of welcome.

The Right Honourable Sir John Thompson, K.C.M.G., Premier of Canada, also delivered an address of welcome, and addresses, in reply, were delivered in the following order:—

Imperial Government.—The Earl of Jersey.

Tasmania.—Hon. N. Fitzgerald.

New South Wales.—Hon. F. B. Suttor.

Cape of Good Hope.—Sir Henry de Villiers.

South Australia.—Hon. Thomas Playford.

New Zealand.—Mr. Alfred Lee Smith.

Victoria.—Hon. Simon Fraser.

Queensland.—Hon. A. J. Thynne.

On motion of the Honourable F. B. Suttor, seconded by Sir Charles Mills, it was *Resolved*: “That a Committee be appointed to prepare an Address of Congratulation, to Her Majesty the Queen, upon her having attained the fifty-seventh anniversary of Her Coronation.

“That the Committee consist of Honourable Mackenzie Bowell, Sir Charles Mills, Honourable Thomas Playford, Alfred Lee Smith, Esq., Honourable Nicholas Fitzgerald, Honourable Simon Fraser, Honourable A. J. Thynne, and the mover.”

The Honourable F. B. Suttor, on behalf of the Committee, reported, and it was ordered that the Address, as read, be engrossed; and that His Excellency be requested to transmit it to Her Majesty.

His Excellency then declared the day's proceedings ended, and announced that a meeting for business would be held next day, at 10.30 a.m., in the office of the Minister of Trade and Commerce.

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OFFICE OF THE MINISTER OF TRADE AND COMMERCE,

OTTAWA, 29th June, 1894.

The first business session of the conference was organized at 10.30 o'clock a.m.

The representatives present were the same as those present at the public session held on the previous day.

The Delegates filed their credentials. (*See* appendix A.)

A letter was read from Mr. Theo. H. Davies, dated Ottawa, June 27th, 1894, explaining the position which the Honolulu Chamber of Commerce expected that he should occupy in connection with the conference. The letter was placed on file. (*See* appendix A.)

On motion of the Honourable Nicholas Fitzgerald, seconded by the Right Honourable the Earl of Jersey, it was unanimously

“*Resolved*, That the Honourable Mackenzie Bowell be appointed President of the conference.”

The President then addressed the conference.

## Colonial Conference.

On motion of Sir Adolphe Caron, seconded by the Honourable Mr. Suttor, it was  
“*Resolved*, That the President’s address be printed and distributed for the use of the delegates during the conference.”

In view of a statement made by the President that the death of a near relative would necessitate his absence on the following day, it was moved by Sir Charles Mills, seconded by the Right Honourable the Earl of Jersey, and

“*Resolved*, That this conference presents its expression of profound sympathy and condolence to the President, the Honourable Mackenzie Bowell, in his lamented bereavement.”

The Honourable Mr. Suttor gave notice that he would, on Monday next, move :—

“That in the opinion of this conference immediate steps should be taken to provide telegraphic communication by cable, under sole British control, between the Dominion of Canada and Australasia.”

Mr. Lee Smith submitted the following :—

“I beg to give notice that I will move an amendment to Mr. Suttor’s motion—to the effect that the word ‘Australasia’ be struck out and ‘Australia and New Zealand’ be inserted in the place thereof.”

Sir Henry Wrixon gave notice that, on Saturday, he would move :—

“That provision should be made by imperial legislation enabling the dependencies of the Empire to enter into agreements of commercial reciprocity with Great Britain, or with one another, without foreign nations being entitled to share therein.

On motion of the Honourable Mr. Suttor, seconded by Mr. Lee Smith, it was unanimously

“*Resolved*, That in the business of this conference the voting shall be by colonies.”

The President stated, for the information of the delegates, that he had entrusted the work of recording the proceedings of the conference to Mr. Douglas Stewart, Private Secretary to the Premier of Canada, and Mr. J. L. Payne, his own Private Secretary, who would act in the capacity of Joint Secretaries of the conference.

At the request of the Right Honourable the Earl of Jersey, it was agreed that Mr. W. H. Mercer, of the Imperial Colonial Office, be given permission to be present at the sittings of the conference.

On motion of Sir Charles Mills, it was

*Ordered*, “That the Report of the Trade and Treaties Committee be laid on the table of the conference.”

The President laid on the table a report recently prepared by Sir John Thompson, on the question of Copyright in Canada. (*See Appendix B.*)

On motion, it was

“*Resolved*, That the Honourable Sir Adolphe Caron be appointed Vice-President of the conference.”

The conference adjourned at 1 o’clock.

OFFICE OF THE MINISTER OF TRADE AND COMMERCE,  
OTTAWA, 30th June, 1894.

Conference resumed at 10.30 o'clock, a.m.

DELEGATES PRESENT :

Imperial Government.—The Right Honourable the Earl of Jersey.  
Canada.—Hon. Sir A. P. Caron, Hon. G. E. Foster and Mr. Sandford Fleming.  
New South Wales.—Hon. F. B. Suttor.  
Tasmania.—Hon. N. Fitzgerald.  
Cape of Good Hope.—Sir Henry deVilliers and Sir Charles Mills.  
South Australia.—Hon. Thomas Playford.  
New Zealand.—Mr. Alfred Lee Smith.  
Victoria.—Sir Henry Wrixon and Hon. Simon Fraser.  
Queensland.—Hon. A. J. Thynne and Hon. William Forrest.

In the absence of the President, the Vice-President, Sir Adolphe Caron, occupied the chair.

The Vice-President read a communication from Government House, Ottawa, conveying the following telegram from Her Majesty, in response to the congratulatory message forwarded by the conference on the occasion of the fifty-seventh anniversary of Her Majesty's Coronation :

“GOVERNOR GENERAL,  
Ottawa, Canada.  
From Windsor Castle.

My sincere thanks for your kind congratulations.”

(Sgd.) “V.R.I.”

The reading of the telegram evoked enthusiastic applause.

A telegram was read from the secretary of the Imperial Federationists of Edinburgh, Scotland, expressing satisfaction at the meeting of the conference, and the hope that its labours might tend toward imperial unity.

The Vice-President laid upon the table copies of Reports of the Trade and Treaties Committee of the Imperial Parliament, ordered at the last preceding meeting of the conference.

Sir Henry Wrixon, in accordance with previous notice, made the following motion, which was seconded by the Honourable F. B. Suttor :—

“*Resolved*, That provision should be made by imperial legislation enabling the dependencies of the Empire to enter into agreements of commercial reciprocity with Great Britain, or with one another, without foreign nations being entitled to share therein.”

A discussion, having arisen thereon, the mover and seconder, with the consent of the conference, withdrew the resolution as submitted, and substituted the following :—

“*Resolved*, That provision should be made by imperial legislation enabling the dependencies of the Empire to enter into agreements of commercial reciprocity, including power of making differential tariffs, with Great Britain, or with one another.”

After discussion, the resolution was unanimously adopted.



## Colonial Conference.

Hon. Mr. Fitzgerald gave notice that at the next sitting of the conference he would move :—

“That this conference is of opinion that the existing treaties between Great Britain and the German Zollverein, and with the Kingdom of Belgium, should be denounced and terminated as early as their conditions will permit, so far as regards the clauses therein specially naming British Colonies ; and that Her Majesty’s Government be requested to take the necessary steps with this object.”

Sir Henry de Villiers gave notice that at a future sitting he would move :

“That, in the opinion of this conference, any obstacles which may at present exist to the power of the self-governing dependencies of the Empire to enter into agreements of commercial reciprocity with each other, or with Great Britain, should be removed by imperial legislation, or otherwise,”

A letter from the secretary of the Board of Trade, Toronto, was read, inviting the delegates to participate in an excursion to Niagara, and a banquet at Toronto, on Wednesday, July 11th.

*It was agreed* that the invitation be accepted.

The conference adjourned at 1 o’clock, p.m.

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OFFICE OF THE MINISTER OF TRADE AND COMMERCE,

OTTAWA, 2nd July, 1894.

The conference resumed at 9.30 a.m., Sir Adolphe Caron, Vice President, in the chair.

### DELEGATES PRESENT :

The Imperial Government.—The Right Hon. the Earl of Jersey.

Canada.—Sir Adolphe Caron, Hon. George E. Foster, Mr. Sandford Fleming.

New South Wales.—Hon. F. B. Suttor.

Tasmania.—Hon. Nicholas Fitzgerald.

Cape of Good Hope.—Hon. Sir Henry de Villiers, Sir Charles Mills.

South Australia.—Hon. Thomas Playford.

New Zealand.—Mr. Alfred Lee Smith.

Victoria.—Sir Henry Wrixon, Hon. Nicholas Fitzgerald, Hon. Simon Fraser.

Queensland.—Hon. A. J. Thynne, Hon. William Forrest.

The following telegram was read :—

“EPSOM, 30th June, 1894.

“Hon. MACKENZIE BOWELL,

“Ottawa.

“I am anxious to express to you, as the President, the sympathy and interest with which I am watching the proceedings of the conference, which should be of such happy augury for the future of the Empire.”

(Sgd.) “ROSEBERY.”

*It was agreed*, that the character and extent of information respecting the proceedings, which might properly be sent to the Governments represented at the conference, be left to the discretion of the delegates representing the respective governments.

Hon. Mr. Suttor, pursuant to notice, moved :—

“That in the opinion of this conference immediate steps should be taken to provide telegraphic communication by cable, under sole British control, between the Dominion of Canada and Australasia.”

Sir Henry Wrixon seconded the motion.

Mr. Alfred Lee Smith moved, in amendment :—

“That the word ‘Australasia’ be struck out and the words ‘Australia and New Zealand’ be inserted in the place thereof.”

Hon. Mr. Playford seconded the amendment.

After discussion, Mr. Smith withdrew his amendment, on the assurance that the motion was intended to embrace New Zealand in the word “Australasia,” and that the matter of route for the proposed cable should stand for future deliberation; and he announced his intention to propose a resolution on the subject, at a later stage.

A discussion having arisen on the motion of Hon. Mr. Suttor, it was, on motion, of Hon. Mr. Playford, adjourned.

A letter was read from Mr. Theo. H. Davies, intimating that he desired to leave Ottawa in a few days, and asking if the conference wished him to be present when cable and steamship matters were being discussed.

On motion of Hon. Mr. Foster, it was agreed that Mr. Davies be invited to attend the conference, at its next session, for the purpose of giving his views in relation to cable and steamship matters.

Conference adjourned at 1 o'clock, p.m.

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OFFICE OF THE MINISTER OF TRADE AND COMMERCE,

OTTAWA, 3rd July, 1894.

The conference resumed at 10.30 o'clock.

DELEGATES PRESENT :

The Imperial Government.—The Right the Hon. Earl of Jersey.

Canada.—Hon. Mackenzie Bowell, Sir Adolphe Caron, Hon. George E. Foster, Mr. Sandford Fleming.

New South Wales.—Hon. F. B. Suttor.

Tasmania.—Hon. Nicholas Fitzgerald.

Cape of Good Hope.—Hon. Sir Henry De Villiers, Sir Charles Mills.

South Australia.—Hon. Thomas Playford.

New Zealand.—Mr. Alfred Lee Smith.

Victoria.—Sir Henry Wrixon, Hon. Nicholas Fitzgerald, Hon. Simon Fraser.

Queensland.—Hon. A. J. Thynne, Hon. William Forrest.

By direction of the conference, the President transmitted a reply to the telegram of the Right Honourable the Earl of Rosebery, dated June 30th.

The following is a copy of the reply so forwarded :

“LORD ROSEBERY,

“Foreign Office, London.

“The members of this conference acknowledge with great pleasure your Lordship’s kind telegram, received yesterday, and join in your hope that our deliberations may assist in assuring the continued unity and greatness of the Empire.

(Sgd.)

“MACKENZIE BOWELL.”

## Colonial Conference.

Conference resumed the debate on the motion of Hon. Mr. Suttor :—

“That, in the opinion of this conference, immediate steps should be taken to provide telegraphic communication by cable, under sole British control, between the Dominion of Canada and Australasia.”

During the progress of the debate Mr. Theo. H. Davies, a representative of the Chamber of Commerce of Honolulu, presented himself, in accordance with an invitation extended by the conference, and delivered an address on the advantages of including Hawaii in any scheme of trans-Pacific cable or steamship communication which might be decided on.

After the withdrawal of Mr. Davies, the debate on the resolution of Hon. Mr. Suttor was resumed.

By consent of the conference, Hon. Mr. Suttor withdrew his motion, as originally submitted, and substituted the following :—

*Resolved* : “That, in the opinion of this conference, immediate steps should be taken to provide telegraphic communication by cable, free from foreign control, between the Dominion of Canada and Australasia.”

Sir Henry Wrixon seconded the motion.

A debate ensuing thereon, it was, on motion of Sir Charles Mills, adjourned.

Mr. A. Lee Smith gave notice that at a future sitting he would move :—

“That if the words ‘Australasian Colonies’ be used in any motions or amendments that may be brought before this conference they shall mean the colonies of Australasia and the colony of New Zealand, but shall not be considered as intended to define any particular cable or mail route.”

Conference adjourned at 6 o'clock, p.m.

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OFFICE OF THE MINISTER OF TRADE AND COMMERCE,

OTTAWA, 4th July, 1894.

The conference resumed at 10 o'clock a.m.

### DELEGATES PRESENT :

The Imperial Government.—The Right Hon. the Earl of Jersey.

Canada.—Hon. Mackenzie Bowell, Hon. Sir Adolphe Caron, Hon. George E. Foster, Mr. Sandford Fleming.

New South Wales.—Hon. F. B. Suttor.

Tasmania.—Hon. Nicholas Fitzgerald.

Cape of Good Hope.—Hon. Sir Henry DeVilliers, Sir Charles Mills.

South Australia.—Hon. Thomas Playford.

New Zealand.—Mr. Alfred Lee Smith.

Victoria.—Sir Henry Wrixon, Hon. Nicholas Fitzgerald, Hon. Simon Fraser.

Queensland.—Hon. A. J. Thynne, Hon. William Forrest.

A communication was read from the Board of Trade of Hamilton, conveying an invitation to the Delegates to visit that city.

The debate was resumed on the motion of Hon. Mr. Suttor :—

“That, in the opinion of this conference, immediate steps should be taken to provide telegraphic communication by cable, free from foreign control, between the Dominion of Canada and Australasia.”

The discussion having continued for some time, it was agreed that the debate stand.

Sir Henry DeVilliers made the following motion :—

“ *Resolved* : That, in the opinion of this conference, any obstacles which may at present exist to the power of the self-governing dependencies of the Empire to enter into agreements of commercial reciprocity with each other, or with Great Britain, should be removed by imperial legislation, or otherwise.”

A discussion having arisen thereon, the motion was, by consent of the conference, withdrawn.

Hon. Mr. Fitzgerald asked leave to withdraw his notice of motion on the records, namely :—

“ That this conference is of opinion that the existing treaties between Great Britain and the German Zollverein, and with the Kingdom of Belgium, should be denounced and terminated as early as their conditions will permit, so far as regards the clauses therein specially naming British Colonies ; and that Her Majesty’s Government be requested to take necessary steps with this object.”

By consent of the conference, it was dropped from the order paper.

It was moved by Hon. Mr. Suttor, seconded by Hon. Mr. Fitzgerald, and

*Resolved*, without dissent : “ That this conference is of opinion that any provisions in existing treaties between Great Britain and any foreign power, which prevent the self-governing dependencies of the Empire from entering into agreements of commercial reciprocity with each other, or with Great Britain, should be removed.”

Hon. Mr. Foster gave notice that, at next sitting, he would move that :

“ *Whereas* : The stability and progress of the British Empire can be best assured by drawing continually closer the bonds that unite the colonies with the mother country, and by the continuous growth of a practical sympathy and co-operation in all that pertains to the common welfare ;

“ *And Whereas* : This co-operation and unity can in no way be more effectually promoted than by the cultivation and extension of the mutual and profitable interchange of their products ;”

“ *Therefore Resolved* : That this conference records its belief in the advisability and practical possibility of a customs arrangement between Great Britain and her colonies, by which trade within the Empire may be placed on a more favourable footing than that which is carried on with foreign countries.”

“ *And further Resolved* : That, pending the assent of the mother country to such an arrangement in which she shall be included, it is desirable that the colonies of Great Britain, or such of them as may be disposed to accede to this view, take immediate steps to place each other’s products, in whole or in part, on a more favoured customs basis than is accorded to the like products of foreign countries.”

The conference resumed the discussion of Hon. Mr. Suttor’s motion :

“ That, in the opinion of this conference, immediate steps should be taken to provide telegraphic communication by cable, free from foreign control, between the Dominion of Canada and Australasia.”

After debate the motion was adopted without dissent ; Hon. Mr. Playford being excused from voting.

Hon. Mr. Thynne moved :

(1.) “ That, in the opinion of this conference, it is very desirable that the construction and maintenance of the proposed cable from Vancouver to Australasia should be undertaken by the Governments of Great Britain, of the Dominion of Canada and of the Australasian Colonies, as a joint national and public work.”

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(2.) "That the cost of its construction and maintenance should be borne in the following proportions, namely, Great Britain one-third, the Dominion of Canada one-third, and the Australasian Colonies one-third."

A discussion having arisen thereon the resolutions were, with the consent of the conference, withdrawn.

On motion of Hon. Mr. Foster, seconded by Sir Henry Wrixon, it was unanimously

"*Resolved*, That the Imperial Government be respectfully requested to undertake, at the earliest possible moment, and to prosecute with all possible speed, a thorough survey of the proposed cable route between Canada and Australia; the expense to be borne in equal proportion by Great Britain, Canada and the Australasian Colonies.

On motion of Sir Charles Mills, seconded by Sir Henry DeVilliers, it was unanimously

"*Resolved*: That it is for the interest of the Empire that, in case of the construction of a cable between Canada and Australasia, such cable should be extended from Australasia to the Cape of Good Hope; and that, for that purpose, arrangements should be made between the Imperial and South African Governments for a survey of the latter route."

On motion of Hon. Mr. Fraser, seconded by Hon. Mr. Fitzgerald, it was unanimously

"*Resolved*: That in view of the desirability of having a choice of routes for a cable connection between Canada and Australasia, the Home Government be requested to take immediate steps to secure neutral landing ground on some one of the Hawaiian Islands, in order that the cable may remain permanently under British control."

Mr. Lee Smith moved, seconded by Hon. Mr. Foster:

(1.) "That, in the opinion of this conference, the most speedy and effective manner in which direct cable communication between Canada and Australasia could be established, would be by inviting offers to carry out the work under conditions to be hereafter decided upon.

(2.) "That with a view to this end the Canadian Government be requested to solicit offers of plans, specifications and terms for alternative lines as indicated by the several proposals submitted to this conference.

(3.) "That any tenders received be submitted for the consideration of the several colonies interested, and that any expenses incurred be paid by the said colonies jointly, according to their population.

(4.) "That in the event of the proposals not being satisfactory the several governments take steps to carry out the undertaking as a national work."

A vote having been taken the resolutions were declared lost.

On motion of Mr. Lee Smith, seconded by Hon. Mr. Foster, it was unanimously

"*Resolved*: That if the words 'Australasian Colonies' be used in any motions or amendments that may be brought before this conference they shall mean the colonies of Australasia and the colony of New Zealand."

Conference adjourned at 6 o'clock, p.m.

OFFICE OF THE MINISTER OF TRADE AND COMMERCE,  
OTTAWA, 5th July, 1894.

The conference resumed at 10.30 o'clock a.m.

DELEGATES PRESENT :

The Imperial Government.—The Right Hon. the Earl of Jersey.

Canada.—Hon. Mackenzie Bowell, Hon. Sir Adolphe Caron, Hon. George E. Foster, Mr. Sandford Fleming.

New South Wales.—Hon. F. B. Suttor.

Tasmania.—Hon. Nicholas Fitzgerald.

Cape of Good Hope.—Hon. Sir Henry de Villiers, Sir Charles Mills.

South Australia.—Hon. Thomas Playford.

New Zealand.—Mr. Alfred Lee Smith.

Victoria.—Sir Henry Wrixon, Hon. Nicholas Fitzgerald, Hon. Simon Fraser.

Queensland.—Hon. A. J. Thynne, Hon. William Forrest.

A communication was read from Sir John Robinson, Premier of Natal, expressing sympathy with the objects of the conference, and regret that it had been found impossible to send a delegate from Natal.

The following resolution was submitted by Hon. Mr. Fitzgerald, seconded by Hon. Mr. Thynne :

“*Resolved*: That, in the opinion of this conference, immediate steps should be taken for the construction of a cable from Australia to Canada, as far as the colony of Fiji, to which place the survey is already completed, on a tripartite arrangement between Great Britain, Canada and the Australasian Colonies.”

After discussion the resolution was withdrawn.

Pursuant to notice, it was moved by Hon. Mr. Foster, seconded by Sir Henry Wrixon that—

“*Whereas*: The stability and progress of the British Empire can be best assured by drawing continually closer the bonds that unite the colonies with the mother country, and by the continuous growth of a practical sympathy and co-operation in all that pertains to the common welfare ;

“*And whereas*: This co-operation and unity can in no way be more effectually promoted than by the cultivation and extension of the mutual and profitable interchange of their products ;

“*Therefore Resolved*: That this conference records its belief in the advisability and practical possibility of a customs arrangement between Great Britain and her colonies by which trade within the Empire may be placed on a more favourable footing than that which is carried on with foreign countries.”

“*And further Resolved*: That, pending the assent of the mother country to such an arrangement in which she shall be included, it is desirable that the colonies of Great Britain, or such of them as may be disposed to accede to this view, take immediate steps to place each other's products, in whole or in part, on a more favoured customs basis than is accorded to the like products of foreign countries.”

(During the progress of the debate thereon, the Hon. Jan. Hendrick Hofmeyr presented his credentials and took his seat at the table of the conference.)

It was moved in amendment by Hon. Mr. Hofmeyr, seconded by Sir Henry de Villiers :

## Colonial Conference.

"That this conference, in view of the resolution on commercial reciprocity unanimously adopted on the 30th of June, deems it desirable, for the present, to leave the practical initiation of reciprocal customs arrangements to separate agreements between the colonies and Great Britain, or any of them."

The discussion having continued, Hon. Mr. Foster obtained leave to withdraw his resolution, as first submitted, and substitute therefor the following:—

"*Whereas* : The stability and progress of the British Empire can be best assured by drawing continually closer the bonds that unite the colonies with the mother country, and by the continuous growth of a practical sympathy and co-operation in all that pertains to the common welfare ;

"*And whereas* : This co-operation and unity can in no way be more effectually promoted than by the cultivation and extension of the mutual and profitable interchange of their products ;

"*Therefore Resolved* : That this conference records its belief in the advisability of a customs arrangement between Great Britain and her colonies by which trade within the Empire may be placed on a more favourable footing than that which is carried on with foreign countries ;"

"*And further Resolved* : That until the mother country can see her way to enter into such an arrangement, it is desirable that, when empowered so to do, the colonies of Great Britain, or such of them as may be disposed to accede to this view, take steps to place each other's products, in whole or in part, on a more favoured customs basis than is accorded to the like products of foreign countries."

Mr. Lee Smith gave notice that, at a future session, he would move :

"That this conference take into consideration the question of a mail service between Canada and the Australasian Colonies."

Hon. Mr. Fitzgerald gave notice that, at a future session, he would move the following :

"*Resolved* : That this conference is of opinion that a kindred conference should be held in Australia within the next five years, or earlier should necessity arise ; as such meetings of British and Colonial delegates tend largely to cement the cordiality of imperial relationship, as well as to draw closer that commercial union which will be advantageous to the great and various interests of the Empire."

Conference adjourned at 6 o'clock, p.m.

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OFFICE OF THE MINISTER OF TRADE AND COMMERCE,

OTTAWA, 6th July, 1894.

The conference resumed at 10.30 o'clock a.m.

### DELEGATES PRESENT :

The Imperial Government.—The Right Hon. the Earl of Jersey.

Canada.—Hon. Mackenzie Bowell, Hon. Sir Adolphe Caron, Hon. George E. Foster, Mr. Sandford Fleming.

New South Wales.—Hon. F. B. Suttor.

Tasmania.—Hon. Nicholas Fitzgerald.

Cape of Good Hope.—Hon. Sir Henry DeVilliers, Sir Charles Mills, Hon. J. H. Hofmeyr.

South Australia.—Hon. Thomas Playford.

New Zealand.—Mr. Alfred Lee Smith.

Victoria.—Sir Henry Wrixon, Hon. Nicholas Fitzgerald, Hon. Simon Fraser.

Queensland.—Hon. A. J. Thynne, Hon. William Forrest.

Conference resumed the discussion of Hon. Mr. Foster's motion, as last submitted, namely, that :

*Whereas* : The stability and progress of the British Empire can be best assured by drawing continually closer the bonds that unite the colonies with the mother country, and by the continuous growth of a practical sympathy and co-operation in all that pertains to the common welfare ;”

*And whereas* : “ This co-operation and unity can in no way be more effectually promoted than by the cultivation and extension of the mutual and profitable interchange of their products ;”

*Therefore resolved* : That this conference records its belief in the advisability of a customs arrangement between Great Britain and her colonies by which trade within the Empire may be placed on a more favourable footing than that which is carried on with foreign countries ;”

*And further resolved* : That, until the mother country can see her way to enter into such an arrangement, it is desirable that, when empowered so to do, the colonies of Great Britain, or such of them as may be disposed to accede to this view, take steps to place each other's products, in whole or in part, on a more favoured customs basis than is accorded to the like products of foreign countries.”

In the course of the debate Hon. Mr. Hofmeyr, with consent of the conference, withdrew his amendment submitted at the previous session :

“ That this conference, in view of the resolution on Commercial Reciprocity unanimously adopted on the 30th of June, deems it desirable, for the present, to leave the practical initiation of reciprocal customs arrangements to separate agreements between the colonies and Great Britain, or any of them.”

It was moved by Hon. Mr. Hofmeyr, seconded by Sir Charles Mills, and

*Resolved* : That for the purposes of this resolution, the South African Customs Union be considered as part of the territory capable of being brought within the scope of the contemplated trade arrangements.”

The debate having continued, it was suggested and agreed that in the submission of Hon. Mr. Foster's resolutions they should be voted upon *seriatim*.

The following was then moved by Hon. Mr. Foster, seconded by Sir Henry Wrixon :

*Resolved* : That this conference records its belief in the advisability of a customs arrangement between Great Britain and her colonies by which trade within the Empire may be placed on a more favourable footing than that which is carried on with foreign countries.”

This resolution, having been submitted, was adopted on the following division :

*Yeas* :—Canada ; Tasmania ; Cape of Good Hope ; South Australia ; Victoria.—5.

*Nays* :—New South Wales . New Zealand ; Queensland.—3.

It was moved by Hon. Mr. Foster, seconded by Sir Henry Wrixon, and

*Resolved* : That until the mother country can see her way to enter into a customs arrangement with her colonies, it is desirable that, when empowered so to do, the colonies of Great Britain, or such of them as may be disposed to accede to this view, take steps to place each other's products, in whole or in part, on a more favoured customs basis than is accorded to the like products of foreign countries.”

The preamble was then agreed to, and the resolutions, as finally amended, were submitted and adopted in the following terms :—

*Whereas* : The stability and progress of the British Empire can be best assured by drawing continually closer the bonds that unite the colonies with the mother country, and by the continuous growth of a practical sympathy and co-operation in all that pertains to the common welfare,

*And whereas* : This co-operation and unity can in no way be more effectually promoted than by the cultivation and extension of the mutual and profitable interchange of their products ;

*Therefore resolved* : That this conference records its belief in the advisability of a customs arrangement between Great Britain and her colonies by which trade within the Empire may be placed on a more favourable footing than that which is carried on with foreign countries ;”



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“*Further resolved*: That until the mother country can see her way to enter into a customs arrangement with her colonies, it is desirable that, when empowered so to do, the colonies of Great Britain, or such of them as may be disposed to accede to this view, take steps to place each other's products, in whole or in part, on a more favoured customs basis than is accorded to the like products of foreign countries ;

“*And further resolved*: That for the purposes of this resolution the South African Customs Union be considered as part of the territory capable of being brought within the scope of the contemplated trade arrangements.”

Referring to the votes upon the foregoing resolutions, and also to the vote upon the motion of Hon. Mr. Hofmeyr, subsequently incorporated in those resolutions, Sir Henry DeVilliers filed the following explanation of his position :—

“Sir Henry DeVilliers desires it to be noted that, as he has no authority from the Orange Free State or other parties to the South African Customs Union, he does not vote on the motions.”

Mr. Lee Smith withdrew the notice of motion filed by him at the last preceding session, and submitted the following in lieu thereof :—

“*Resolved*: That this conference take into consideration the question of a mail service between Great Britain and Australasia, *via* Canada.”

Conference adjourned at 1 o'clock, p.m.

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OFFICE OF THE MINISTER OF TRADE AND COMMERCE,  
OTTAWA, 7th July, 1894.

The conference resumed at 10.30 o'clock a.m.

### DELEGATES PRESENT :

The Imperial Government.—The Right Hon. the Earl of Jersey.

Canada.—Hon. Mackenzie Bowell, Hon. Sir Adolphe Caron, Hon. George E. Foster, Mr. Sandford Fleming.

New South Wales.—Hon. F. B. Suttor.

Tasmania.—Hon. Nicholas Fitzgerald.

Cape of Good Hope.—Hon. Sir Henry de Villiers, Sir Charles Mills, Hon. J. H. Hofmeyr.

South Australia.—Hon. Thomas Playford.

New Zealand.—Mr. Alfred Lee Smith.

Victoria.—Sir Henry Wrixon, Hon. Nicholas Fitzgerald, Hon. Simon Fraser.

Queensland.—Hon. A. J. Thynne, Hon. William Forrest.

Mr. Lee Smith obtained leave to have entered upon the minutes a resolution submitted by him at the last preceding session, and which, although not seconded and therefore not considered by the conference, he desired to have recorded, as indicative of his views on the matter to which it refers.

The following is the motion so submitted :—

“That this conference proceed to take into consideration the Customs tariffs of the various colonies here represented, with a view to acquire such information as will enable the delegates to determine what reciprocities can be arranged, and thus be in a position to advise their respective governments accordingly.”

Pursuant to notice, the following resolution was moved by Mr. Lee Smith and seconded by Hon. Mr. Foster :—

“*Resolved*: That this conference take into consideration the question of a mail service between Great Britain and Australasia, *via* Canada.”

A debate ensued thereon and the resolution was adopted. Sir Adolphe Caron gave notice that at the next Session he would introduce a motion to give effect to the resolution.

In pursuance of an invitation extended by the conference, Mr. James Huddart was introduced, and addressed the Delegates on the subject of the proposed swift steamship service between Great Britain and Australasia, *via* Canada.

Conference adjourned at 1 o'clock, p.m.

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OFFICE OF THE MINISTER OF TRADE AND COMMERCE,

OTTAWA, 9th July, 1894.

The conference resumed at 10.30 o'clock a.m.

DELEGATES PRESENT :

The Imperial Government.—The Right Hon. the Earl of Jersey.

Canada.—Hon. Mackenzie Bowell, Hon. Sir Adolphe Caron, Hon. George E. Foster, Mr. Sandford Fleming.

New South Wales.—Hon. F. B. Suttor.

Tasmania.—Hon. Nicholas Fitzgerald.

Cape of Good Hope.—Hon. Sir Henry de Villiers, Sir Charles Mills, Hon. J. H. Hofmeyr.

South Australia.—Hon. Thomas Playford.

New Zealand.—Mr. Alfred Lee Smith.

Victoria.—Sir Henry Wrixon, Hon. Nicholas Fitzgerald, Hon. Simon Fraser.

Queensland.—Hon. A. J. Thynne, Hon. William Forrest.

A communication was read from the Manager and Secretary of the Montreal Exposition Company, suggesting the advisability of an Intercolonial Exhibition.

The President brought to the attention of the conference a letter from the Secretary of the Decimal Association of London, addressed to the High Commissioner for Canada in London, urging that this conference should pass a resolution in favour of the adoption of the Metric System, throughout the British Empire.

In pursuance of an intimation given, at the last preceding session, it was.

Moved by Sir Adolphe Caron, seconded by Hon. F. B. Suttor :—

(1.) “That this conference expresses its cordial approval of the successful efforts put forth by Canada and New South Wales for the establishment of a regular monthly steamship service between Vancouver and Sydney, and affirms the advisability of the reasonable co-operation of all the colonies interested in securing the improvement and permanence of the same ;

(2.) “That the conference learns with interest of the steps now being taken by Canada to secure a first-class fast mail and passenger service, with all the modern appliances for the storage and carrying of perishable goods, across the Atlantic and Pacific to Great Britain, and the large subsidy which she has offered to procure its establishment ;”

## Colonial Conference.

(3.) "That it regards such an uninterrupted through line of swift and superior communication between Australasia and Great Britain, as is above contemplated, as of paramount importance to the development of Intercolonial trade and communication, and to the unity and stability of the Empire, as a whole ;

(4.) "That as the Imperial Post Office contributes towards the cost of the mail service between England and Australia, *via* Brindisi or Naples, the sum of £95,000 per annum, while the sea postage amounts to only £3,000 ; and to the mail service between Vancouver and Japan and China £45,000, less £7,300 charged against the Admiralty ; this conference deems it but reasonable to respectfully ask that assistance be given by the Imperial Government to the proposed fast Atlantic and Pacific service ; more particularly as the British Post Office, whilst paying the large subsidy of £104,231 a year to the line from Liverpool to New York, has so far rendered no assistance in the maintenance of a direct postal line between Great Britain and Canada."

After discussion the resolution was adopted, without dissent.

It was moved by Hon. Mr. Thynne, seconded by Sir Henry Wrixon, and unanimously

"*Resolved*: That the Canadian Government be requested, after the rising of this conference, to make all necessary inquiries, and, generally, to take such steps as may be expedient, in order to ascertain the cost of the proposed Pacific cable, and promote the establishment of the undertaking in accordance with the views expressed in this conference."

It was moved by Sir Henry Wrixon, seconded by Hon. Mr. Fitzgerald, and unanimously

"*Resolved*: That this conference desires to call the continued attention of their respective governments to the proceedings of the Colonial Conference of 1887 in regard to the Bankruptcy and Winding up of Companies, with a view to completing the necessary legislation upon the questions therein raised."

Moved by Sir Henry Wrixon, seconded by Hon. Mr. Fitzgerald, and

"*Resolved*: That the chairman be requested to forward the resolutions and proceedings of this conference to the Right Honourable the Secretary of State for the Colonies, and to the Premiers of the Colonies represented ; and to take such steps as may be necessary for calling continued attention thereto."

Pursuant to notice, it was moved by Hon. Mr. Fitzgerald, seconded by Hon. Mr. Fraser :—

"That this conference is of opinion that a kindred conference should be held in Australia within the next five years, or earlier should necessity arise ; as such meetings of British and Colonial delegates tend largely to cement the cordiality of imperial relationship, as well as to draw closer that commercial union which will be advantageous to the great and various interests of the Empire."

A discussion having ensued, the motion was, by consent, withdrawn.

On motion of Hon. Mr. Foster, seconded by Hon. Mr. Suttor, the unanimous thanks of the conference was conveyed to the Right Honourable The Earl of Jersey for his attendance, and for the valuable advice and assistance which His Lordship had been good enough to give, during the conference.

On motion of Lord Jersey, seconded by Sir Henry de Villiers, the thanks of the conference were tendered to the President for the able manner in which he had discharged the duties pertaining to his position.

On motion of Hon. Mr. Thynne, seconded by Mr. Lee Smith, a resolution of thanks was tendered to Messrs. Stewart and Payne, for their courtesy and attention, and for the efficient discharge of their duties as Secretaries of the conference.

DOUGLAS STEWART,

J. LAMBERT PAYNE,

*Joint Secretaries.*

## Colonial Conference.

# THE COLONIAL CONFERENCE

THE OPENING CEREMONIES IN THE SENATE CHAMBER AT  
OTTAWA, CANADA.

SENATE CHAMBER,  
OTTAWA, 28th June, 1894.

Pursuant to an invitation extended by the Government of Canada, and contained in an Order in Council of that Government dated 5th of February, 1894 (*vide* Appendix A), the following delegates presented themselves for conference, namely:—

The Right Honourable the Earl of Jersey, P.C., G.C.M.G., representing the Government of Her Majesty;

The Honourable Mackenzie Bowell, P.C., Minister of Trade and Commerce; the Honourable Sir Adolphe P. Caron, P.C., K.C.M.G., Postmaster General; the Honourable George Eulas Foster, P.C., LL.D., Minister of Finance; and Sandford Fleming, Esq., C.M.G., representing the Government of the Dominion of Canada;

The Honourable F. B. Suttor, M.L.A., Minister of Public Instruction, representing the Government of New South Wales;

The Honourable Nicholas Fitzgerald, M.L.C., representing the Government of Tasmania;

The Honourable Sir Henry de Villiers, K.C.M.G., and Sir Charles Mills, K.C.M.G., C.B., representing the Government of the Cape of Good Hope;

The Honourable Thomas Playford, Agent General, representing the Government of South Australia;

A. Lee Smith, Esq., representing the Government of New Zealand;

Sir Henry Wrixon, K.C.M.G., Q.C., Honourable Nicholas Fitzgerald, M.L.C., and Honourable Simon Fraser, M.L.C., representing the Government of Victoria;

Honourable A. J. Thynne, M.L.C., member of the Executive Council, and Honourable William Forrest, representing the Government of Queensland;

Mr. Theo. H. Davies, representing the Chamber of Commerce of Honolulu, Hawaii.

The proceedings of the day were open to the public and were presided over by His Excellency the Right Honourable Earl of ABERDEEN, Governor General of Canada, who delivered an address of welcome, as follows:—

LORD ABERDEEN.—The most cordial expressions to which utterance can be given will be needed in order adequately to convey the heartiness of the greetings which I desire to offer to you, gentlemen, on your arrival on this most interesting and memorable occasion. For your own sake, for the sake of the countries which you represent, for the sake of the Empire which those countries compose, for the sake of the work which has brought you here, I say welcome to Canada, welcome to Ottawa. (Cheers.) And although this is the earliest opportunity for offering to you officially and collectively these assurances, I venture to hope that ere now, since your arrival on Canadian soil, you have observed indications of the fact that in endeavouring thus to bid you a most cordial wel-

come, I am only voicing or endeavouring to voice, the sentiments and the purpose of the Canadian Government and the Canadian people. (Loud cheers.) I trust, therefore, that you will have reason to form the opinion that there will be no cause to regret that Canada, and Canada's official capital, have been selected for the place for holding the meetings of this Conference. That such should have been the arrangement is certainly both natural and appropriate, not merely because of the fact that the idea and suggestion of holding this Conference emanated from here, but also because of the position, geographical and otherwise, which Canada occupies in the British Empire; and not only so, but because of the use which has been made by the people of Canada of that position, in developing the resources of Canada itself, and in carrying out enterprises of vast and gigantic character, which cannot fail to be of the deepest and most permanent interest and importance to the Empire as a whole. (Cheers.)

This occasion, gentlemen, is in no small degree unique. There have been conferences similar in some respects to that which we are now about to inaugurate, but these we may say, have been rather precursors than precedents, because of the distinctive characteristics which I make bold to say will characterize your proceedings and the result of those proceedings. The objects of your meeting are sufficiently well defined. I say "sufficiently," because if, on the one hand, there had been an attempt to lay down with rigid precision a programme which it might be proposed that you should follow, it might have had a hampering effect in your discussions and conclusions. If, on the other hand, too wide a margin had been left, there might have been an inevitable tendency to diffuseness of discussion, and a want of practical result; but, as I say, the objects before you, the development and increase of trade within the Empire, and the means which may be taken to carry out such an extension, undoubtedly furnish a topic which cannot fail to produce the most significant and valuable discussions and recommendations in the direction which we all desire to pursue. (Cheers.)

I think also that the coming together of representative men from all parts of the Empire to discuss such matters, is in itself of no small value, and I apprehend that to this among other features of the conference we may attribute the steadily increasing recognition of the importance of this occasion, which we have observed in process during the past few months. And, gentlemen, when we speak of the value of meeting in conference to exchange ideas and to formulate views, those who have had any opportunities of travel, cannot fail in an especial manner to realize the advantage of such opportunities of contact with those in the case of whom such an opportunity must be of value. If, for example, one has had the opportunity, as regards Australasia, of visiting the splendid harbour of St. George, of inhaling the healthy breezes of Adelaide, of traversing the spacious and busy thoroughfares of Melbourne, of exploring the mines of Ballarat, of admiring the exquisite surroundings and the noble harbour of Sydney, of resting in the delightful island of Tasmania, or of contemplating the wonderful scenery and resources of New Zealand, it is not only the externally imposing and interesting features that bring value to such an experience, but it is the opportunities afforded on such occasions for meeting the leading men of these countries and of learning their views in regard to the affairs of their colonies, and of the Empire as a whole. This is the special value of such meetings, and, therefore, though we cannot all at once have the opportunities of seeing for ourselves what the Empire means, we can at least seize the occasion of meeting those who come from all parts of its world-wide territories, and who

## Colonial Conference.

can by their own valuable experience, their own ability, convey to those who wish to learn what is really involved in the expression—the interests of the British Empire. (Cheers.)

Again, when we speak of travelling, I must not forbear alluding to the fact that probably no small part of the success which we may already say has attended the preparations at least for this conference is due to the fact that a highly esteemed Canadian statesman, the Hon. Mackenzie Bowell, has travelled through a large part of Australia, accompanied by Mr. Sandford Fleming, and was thus able personally to come in contact with leading men of the Australian Colonies and others, and to shape views and ideas regarding the advisability of holding a conference and the results which would accrue from such a gathering.

There are just two other points to which I wish to refer as illustrating the representative, and, therefore, the far-reaching character of this gathering. We note the presence here of distinguished members from a colony, one geographical feature of which is so notable in history and in contemporary affairs, that among the innumerable headlands of the world one alone can claim the distinctive designation of "The Cape." We rejoice to see the representatives of Cape Colony, because in that, as in other ways, we observe how comprehensive is this gathering. (Cheers.)

The Imperial Government, the central government of Her Majesty the Queen, have shown their sense of the value of this occasion by intrusting their representation to a statesman whom I claim as a personal friend of my own, and whom all the more I rejoice to see here to-day, the Earl of Jersey. (Cheers.) The Earl of Jersey combines the experience of a British statesman with that of a colonial administrator, and a successful administrator. (Loud cheers.) And, therefore, it is clear that they attach importance to the nature of the proceedings here and are determined to recognize it. It may have been expected by some that the British representative was to come here in a different capacity from the other delegates. In one sense that may be so; but we cannot help observing that the fact of a representative of the British Government coming here to listen, to observe, to report, and as far as he may find occasion to do so, to take part in the discussions, most significant, and cannot fail to bear fruit. (Cheers.)

In concluding these general observations, such only being suitable for this stage of the proceedings, may I be permitted to express the earnest hope that from the one ever effectual source of wisdom and justice, your deliberations may be fraught with benefit to the British Empire and to the world at large. (Loud cheers.)

Lord ABERDEEN.—I shall now ask Sir John Thompson, Premier of the Dominion, to address you.

Sir JOHN THOMPSON.—After the address which Your Excellency has made, little remains for me but to express, in a few words, the heartiest of welcomes to the delegates assembled, on behalf of the Canadian Government, the Canadian Parliament and the people of this Dominion. (Applause.) Your Excellency, I can assure the delegates who are assembled, that the Canadian people, filled with zeal for the greatness and development of their own country, and for the strengthening of the Empire, are delighted to see the kindlings of the same ambition in the sister colonies throughout the world. (Applause.) While entertaining these opinions, the people of Canada rejoice that the business for which the delegates are assembled on this occasion is not necessarily connected with our relations with foreign countries—not necessarily con-

nected with considerations of peace or war—but is immediately concerned in all those questions which relate to the increase of commerce, the cultivation of the arts of peace and the promotion of civilization and prosperity generally throughout the colonies of the Empire. We realize fully that the questions which you shall have to deliberate upon are questions requiring the greatest care and the closest examination of details. When we are to consider questions relating to the promotion of trade between the different colonies, trade with the mother country, the facilities of communication throughout the different portions of the Empire, we realize that while there is ample field for patriotism and loyalty, methods of business have to be followed. Matters connected with trade, with tariffs, with steamboats, and with telegraphs, will require the most practical as well as the most patriotic deliberations of the gentlemen who are assembled to-day. That they may be guided to useful conclusions with regard to all these matters is the great ambition to-day of every portion of the Canadian people among whom they are assembled. The great object of our hope is that as a result of the deliberations of the conference, the ocean which divides the colonies shall become the highway for their people and their products. (Applause.) Your Excellency has recalled some conferences between colonies which have preceded this, although hardly furnishing examples for it. We cannot but recall, on this occasion, that conferences have taken place between colonies, at which they deliberated, after years of great development and progress, whether the relations which bound them within the Empire were not too restrictive for their future progress, and whether the time had not come when a separation should take place from the mother land. On this happy occasion these delegates assemble after long years of self-government in their countries, of greater progress and development than the colonies of any Empire have ever seen in the past, not to consider the prospects of separation from the mother country but to plight our faith anew to each other as brethren and to plight anew, with the mother land, that faith that has never yet been broken or tarnished. (Loud applause.) Under these circumstances, your Excellency, I beg to express, as your Excellency has done on our behalf, a cordial welcome to the delegates who are assembled, and the hearty aspirations of the people of Canada that their deliberations may result in wise and practical conclusions, which shall have the effect of binding the colonies together in greater strength, and of making the people of the mother land feel that the Empire is becoming greater and stronger, with the growth and development of the British colonies throughout the world. If such a result shall have been reached, it will indeed be a happy conclusion to a most auspicious gathering; and may I express another sentiment: that the happy circumstances which have called this conference together will be but the prelude of occasions on which we shall not only meet in Canada the statesmen of the other colonies, but on which we shall be able to meet, with greater facilities than we now possess, the people whom they represent. (Loud applause.)

Lord ABERDEEN.—Permit me now to call upon the Earl of Jersey, representing the Imperial Government.

The Earl of JERSEY.—Your Excellency, Sir John Thompson, and gentlemen. The first words which spring to my lips on this bright occasion are those of thanks and congratulation—thanks for the welcome which you have accorded to the representative of Great Britain, congratulation on the prospect which lies before Greater Britain. The historian loves to mark epochs in a country's history by well defined events; unfortunately those events have too often been of a hostile or aggressive character. We



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believe that we are on the threshold of an epoch whose chief characteristic will be the discussion of peace-tending principles, and not the clash of discordant or hostile elements; for, whatever may be the immediate result of this conference, we know that we are taking a great step forward, and we hope it is towards a brighter future. The student indeed may wonder and say that there has been no precedent for a meeting of this character. We know that there has been no precedent in past history, but we make the precedent with a full knowledge of what it means, and in the full belief that it will be of an auspicious character. Some seven years have elapsed since the first Colonial Conference was held in London, and at the close of that conference the Secretary of State expressed the hope that it would not be the last, and now the present Secretary of State hastens to show that he is in full sympathy with the movement. (Hear, hear.) It is unfortunate in one sense that the representation of Great Britain should have fallen upon an unworthy person, but you may be sure that there is no one in this assembly who is more actuated by the feeling which has brought us together than the person who is now addressing you. (Applause.) During that last conference many questions of importance were mooted and discussed, but were not brought to any determination or solution; but during those seven years these questions have not been allowed to sleep by those who have been deeply interested in them. My friend Sir Charles Tupper, in London, has always shown himself ready to meet any opponent and to point out his weak points whenever he thought he could advance the interests of Canada (Applause) looking upon Canada as part of this great Empire and not in any selfish spirit. Then we know also that Mr. Sandford Fleming has never hesitated (Applause) to press his views with a considerable amount of success. And I cannot pass by the visit, to which His Excellency has referred, of the Hon. Mackenzie Bowell to Australia. He undertook a great pilgrimage and he has had the satisfaction of making many converts. In fact, any one who will read his valuable and interesting report will soon see how he has stirred men's minds upon this point, and how gradually those minds are ripening to a solution. I should like also to express thanks to Sir John Thompson (Applause) for having had the boldness and the fore-sight to call this conference together in order to bring these subjects within the range of practical consideration. We who are the representatives of various parts of a world-wide Empire may well feel proud of the privilege which has been intrusted to us—for there can be no greater privilege intrusted to any body of men than to try and bring various countries, various colonies, together for the purpose of increasing the happiness and prosperity of all. (Hear, hear.) But this would not be the time or the occasion on which to make a forecast of our work. Suffice it to say that the spirit which inspires me—and I doubt not inspires all my colleagues—is one of absolute sympathy with the far seeing policy which has called us together; and could there be any more fitting place for such a representative meeting to be called than in the grand Dominion of Canada? His Excellency has well pointed out her splendid position in this question. It is with wonder that I think what Canada has done to bring the northern and southern parts of the Empire together. She has linked the two great oceans, after an exhibition of courage and constancy and skill which has never been surpassed in the history of the world. (Applause.) She has made her country the half-way house of the Empire, where the kindness and hospitality shown to us make us feel quite at home. If I want to look for a harbinger of success, I see one before me. The good wishes and the smiles of fairest Canada I feel are upon us (Loud applause), and we take the earliest opportunity of offering to them our homage of respectful admiration. (Applause.) If

we can only more fully deserve their good wishes and smiles at the close of our work, we shall feel that we have been working for imperial harmony and prosperity, not in vain. I deem it also, your Excellency, a very happy coincidence, that it should be my good fortune to be here under your kindly and sincere roof, and I feel sure that there can be no greater pledge of the kindness and sincerity with which the mother country regards this great portion of her Empire, outside her own immediate waters, than the fact that you, sir, should be sitting in that chair. (Applause.) It is the desire of Great Britain and the colonies to give a clear and full consideration to all important subjects which may come before them ; and as affecting this policy that will be the surest pledge for the continuing happiness and prosperity of every portion of the great Empire which gives us shelter and encouragement. Sir John Thompson, in the name of the country which I represent, the mother country, I take up the pledge of faith which you have so ably and eloquently tendered, in the full belief that the result of this conference will be the strengthening of those bonds of affection and of interest which should always bind each part of the Empire together. (Applause.) I will only now thank you for your welcome and for the earnest, which it gives us, of happy days which are before us in Ottawa. (Applause.)

Lord ABERDEEN.—I shall now call upon the Hon. Nicholas Fitzgerald, the representative of the Colony of Tasmania.

Hon. NICHOLAS FITZGERALD.—Your Excellency, Sir John Thompson and gentlemen : On behalf of Tasmania, the smallest of the Australian colonies, but not an unimportant one, nor the least progressive, certainly the most picturesque, never jealous of the progress and prosperity of her sisters, and one always foremost in the desire of further union between the group for the good of the whole. (Applause.) As the representative of that colony, I beg to express my warm thanks for the kind words of welcome which have been offered, and join in the fervent hope that has been expressed that beneficial results will flow from this conference. It is an augury of good that our first meeting should be held on this auspicious day, the anniversary of Her Majesty's coronation. (Applause.) We are all united and constant in our devotion to Her Majesty's throne and person. We respect the Queen not only as our beloved sovereign, but as one who takes not a small part in guiding the destinies of the great Empire over which she rules, and as one who feels a kindly sympathy in all movements for the advancement of every portion of Her Majesty's Empire. We believe that the Queen regards with pride the expansion of that Empire, and watches with interest every action calculated to advance that mission which we proudly say belongs to the British race, namely, to extend to the farthest corner of the earth the blessings of commerce, and the blessings of civilization. (Applause.) When Mr. Mackenzie Bowell, a distinguished statesman of this country, recently did Australia the honour of paying it a visit, he prepared us to receive whenever we came here not only a welcome, but a hearty one, and I may say, knowing the feelings of my brother delegates, that words are too feeble to convey our high appreciation of the hearty, indeed of the noble, reception which this grand Dominion has given the colonial representatives. (Applause.) We were glad to receive the invitation which the Government of Canada honoured us with to this conference. We accepted it with alacrity ; we felt we would be coming among blood relations ; we knew we should meet a people proud of their progress as we in Australia are ; we knew that they as well as we enjoy the blessings of self-government, all having proved their capacity to wisely use them. We knew that we should come

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among you bound by an equal feeling of loyalty, showing in common the historic fame of the country we sprang from, and proud of the achievements of our race. A meeting of the imperial and colonial representative men was inaugurated a few years ago, and fitly so, in the capital city of the Empire. That conference marked an epoch which truly may be termed historic, a happy departure from old colonial traditions, pregnant with blessings and advantage to the centre as well as to the utmost limits of the Empire. A hope was then expressed that the policy inaugurated there would be a continuous one. To-day we celebrate that fact, the great fact, of a continuity in colonial policy, no less I think, necessary for the future safety and prosperity of the Empire than continuity in its foreign policy. Where could the second of these national conferences more fitly be held than in this grand and prosperous dominion—the Dominion of Canada—the bright example to the other colonies, the precursor of their self-government of every degree, the first of them to enjoy the great blessings of federation? (Applause.) But another reason, an important one historically, is, that here was the great battle, the great issue between the mother country and her colonies first raised, and to the pride of Canada carried to a successful issue. To-day we congratulate the Imperial Government on this fresh instance of departure from the policy of those days, and on the doom of the old relations that existed between the colonies and the mother country having been rung for ever. We are now engaged at this conference, hoping to prove the great advantages that will flow from sending representatives of the mother country to confer with representatives of the great dependencies of the Empire, to exchange ideas and to consult as to the wants and the necessities of the colonies, illustrating the unity of the Empire to which we are proud to belong. (Applause.) Then, your Excellency, we are assembled under happy auspices. We are here from Australasia to endeavour to work with our Canadian and other colleagues for our mutual benefit, feeling assured that everything which enhances the progress and the prosperity of the colonies must add to the wealth and the power of England. We are assembled to endeavour to bridge over the great stretch of ocean that divides the colonies in the south from Canada. We are here to endeavour by mutual concessions and arrangements, and it may be sacrifices, to lessen space and, as it were, to annihilate time. We are here to endeavour to arrange for the exchange of products to the advantage of all, and by telegraphic communication to draw closer a union and to cement in every way we can an intercourse of trade and friendship, which happily has not begun to-day, which will we trust in future time expand and extend until the Pacific has become the highway of commerce between Canada and the southern colonies, as the Atlantic is now between Canada and the mother country. (Applause.) I again say we happily begin this conference; we could not do so under the presidency of one who commands our respect more than your Excellency. We could not have here as the representative of the mother country one who commands the confidence of Australasia more than the Earl of Jersey, one who has during his period of office as Her Majesty's representative in one of the largest and the oldest of our colonies always evinced a great knowledge of the wants of the colonies and a sincere and hearty sympathy with their aims and aspirations. (Applause.) Joy was expressed throughout Australasia when it was known that Lord Jersey would be the representative of England. It was felt that the Imperial Government would be very ably represented, and that as far as his instructions could permit, Lord Jersey would endeavour that not only good but that the highest measure of good would follow from our deliber-

ations. Then, your Excellency, I say that we have commenced our proceedings under auspices that could scarcely be more favourable ; and I fervently unite in the words which your Excellency used, viz., that the blessing of divine Providence may be with us, and that good results may flow from our meeting, and that this the second national conference may be followed by others when required also diffusive of advantage to the colonies as to our dear and great mother country. (Loud applause.)

Lord ABERDEEN.—I shall next call upon Hon. Francis B. Suttor, representing the colony of New South Wales.

Hon. F. B. SUTTOR.—Your Excellency, Sir John Thompson, and gentlemen: I trust I am able to appreciate the high honour conferred upon me to-day by being permitted to speak so early on behalf of the oldest of the Australian colonies. You, sir, have said that this is a momentous occasion, and we do think that the important work we have before us will require the most earnest consideration at the hands of representatives of the different colonies ; but if it is an auspicious occasion in connection with the duties we have to perform, surely this opening will be memorable to us, for not only have we here above us, as Lord Jersey most gallantly said, fairest Canada, but the Government and the Parliament have been good enough to honour us by setting apart this day to welcome us to the capital of the Dominion, and are supporting us by their presence in this Senate chamber ; and you, my lord, as Her Majesty's representative, have honoured us by presiding over this the inaugural meeting of the conference. That being so, I am sure we all feel that we cannot express too highly our gratitude for the kindly words of welcome so ably spoken by your Excellency and the premier. Those of us who entered the Dominion of Canada by the western gate at Vancouver, have experienced such unexpected and continuous kindness and attention under exceptional circumstances that our journey eastward has been one of unalloyed pleasure and gratification. We were welcomed at Victoria, at Vancouver, and in that wonderful new city of Winnipeg, and you, my lord, as the head of the Dominion, by welcoming us here are adding to the great obligation we feel ourselves under to the people of Canada. We could not have been received with greater distinction than we have been ; and it is a source of great gratification that you have condescended to fill the chair on this occasion. I trust, whatever the result of our deliberations may be, they will at least have the affect of strengthening more completely the bond of union that exists between the self-governing colonies and the parent state. (Applause.) Perhaps I might express the hope that by its position and the action it has taken in relation to the present conference, this Dominion of Canada may be the central swivel in that chain bringing us together in common interests which will prevent any knotting or friction, and prove a source of encouragement to all the great colonies of England to work harmoniously together. (Applause.) I come here to-day as a member of the Government of New South Wales. I am here to-day charged by my government to listen attentively, and to give the most favourable consideration to all proposals that are submitted to us in conference, and I feel persuaded that the determinations the conference may arrive at on the various subjects submitted to us will be such as to meet the approval of the government and the parliament of the country I represent. (Applause.) It will not be considered presumptuous on my part if I make some allusion to the right hon. gentleman who represents England at this conference. I claim to have some right to do so because it is only a short time since he left New South Wales, and I feel inclined to still call Lord Jersey "His Excellency." During the greater portion of the time that Lord Jersey occupied

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the official position he did in New South Wales I had the honour of sitting at the executive table with him, and as I consequently possess some personal knowledge of him, I have no hesitation in saying that there could not in the British dominions be chosen a man who takes more interest in, and has a better knowledge of, colonial matters. It is needless, therefore, for me to say that we know the Imperial Government will be ably and well represented at this conference by the right honourable gentleman. Sir, it is difficult at this early stage to forecast the results of our deliberations. Possibly—though I do not anticipate so—there may be no immediate issues from our deliberations, but whether the results be immediate or not, the meeting of such a large body of distinguished men from the self-governing colonies of Great Britain, must prove beneficial to all. (Hear, hear.) This occasion, as I have said, will be ever memorable in the minds of all who have been permitted to attend this Conference and take part in the discussions day by day, and whether practical results follow or not, I am convinced that we shall, at the conclusion of our sittings, part, feeling that we have a larger knowledge of each other and a greater pride in belonging to that great Empire from which we all sprang and to which we all belong. (Loud applause.)

Lord ABERDEEN.—Permit me to next introduce to you, Hon. Sir Henry de Villiers as the representative of the Cape of Good Hope.

Sir HENRY DE VILLIERS—Your Excellency, on behalf of the delegates from the Cape of Good Hope, I beg to tender you our most hearty thanks for the cordial words of welcome which you have spoken. On their behalf, also, I have to thank the Canadian commissioners for the consideration we have received from the time we set foot on Canadian soil. The hospitality of the Canadians is proverbial; and it has already been so expatiated upon by those speakers who have preceded me that I need do no more than heartily thank the commissioners on behalf of the people of the Cape of Good Hope. Our only regret is that neither Mr. Rhodes nor any of his ministry has been able to join us. Owing to the sitting of parliament at this time it was impossible for the Cape Premier to be here; but I know that he and all his ministers entertain the earnest hope that this conference may prove a complete success. (Applause.) And they have commissioned me to express their wishes that the deliberations of this conference may result in measures beneficial alike to the British Empire in general and to our colony in particular. The subjects upon the programme, my lord, are not such as we of the Cape of Good Hope are very directly concerned in; our Australian colleagues are much more interested in most of them; so that, in a measure we shall be in the happy position of being listeners rather than active participators in the deliberations of the conference. Here in this country you have solved problems which with us are still unsolved. You have solved the great question of confederation, and you have known how to reconcile local autonomy with a central administration of affairs of general concern. There is one experience which is common to both, and that is that we have two nationalities, the Dutch and the English, just as you have two nationalities, the English and the French, which it is the part of wise statesmanship to fuse into one. And there is another point of agreement between the Cape of Good Hope and the Dominion of Canada; and that is whatever nationality we belong to, we are all united in the most perfect and sincere loyalty to the good and great Queen who for so many years has ruled over her vast Empire, (applause). of which the colonies represented at this conference form a part. But although the subjects to be discussed are not such as the Cape of Good Hope has any immediate interest in, yet we are not without hope that in

the result the Cape may derive its full share of benefits from the conference. Among the subjects to be discussed, for instance, is the question of the cable from Vancouver to the Australian Colonies. Our hope is that the laying of the proposed cable may result in the laying of another cable from the Australian Colonies to the Cape of Good Hope. Such a cable would be useful not only for the defence of the Empire, but it would also have the practical effect of reducing the exorbitant charges which are at present charged for telegrams from the Cape of Good Hope to Great Britain. In regard to commerce, although there is at present little trade between Northern America and Southern Africa, there is no reason why such a state of things should long continue. We may firmly hope that one of the results of the conference will be to remove any fetters that may at present exist on the freedom of intercolonial fiscal arrangements for our common benefit. We may be able to offer products to Canada which Canada cannot raise herself, and we in our turn may be glad to receive products which the Cape of Good Hope is not able to raise for itself. A few years ago it would have been considered an impossibility for the different colonies to send representative men to meet as we do to-day. With the increasing facilities of travel by railroad as well as steamship, it has been found possible for us to cross the Atlantic and the Pacific from all parts of the world in an incredibly short space of time; and nothing has assisted more towards that result than the construction of the great Canadian Pacific railway across this continent. But, my lord, if I may venture to forecast events, I would say that this conference will not be more memorable for its immediate practical results than for the great precedent in political action which has been established. It is the first occasion upon which representatives from every part of the British Empire have met together, not in London but in one of the colonies, and have been joined by a representative from Great Britain to discuss questions of interest common to them all. To-day the question is the comparatively humble one of the commercial interests of the different portions of the Empire. At another conference the question may be the defence of the Empire, and yet at another the question may be the federation of the different portions of the Empire. (Applause.) A great responsibility therefore rests upon the delegates here assembled to conduct our proceedings in so practical and sensible a manner that the Ottawa conference may hereafter be regarded as an example to be followed and not as a danger to be avoided. (Loud applause.)

LORD ABERDEEN.—I will ask the Hon. Thomas Playford, representative of South Australia, to now address you.

HON. THOMAS PLAYFORD.—Your Excellency, Sir John Thompson, and gentlemen: In the first place allow me to express my pleasure at representing the not very small colony of South Australia; it is not one of the largest of the Australian group, although it may be on the present occasion represented by the largest specimen of humanity in the room. (Laughter.) I have listened, I can assure your Excellency, with a considerable amount of pleasure to the addresses which preceded mine, your kind and considerate words of welcome, the able address of Sir John Thompson which was exceedingly pleasing to me; and that most eloquent speech of all by Mr. Fitzgerald, who represents the smallest colony of the South Australian group, but is the most eloquent of the Australian delegates. (Applause.) I will not repeat what he said upon the present occasion. I wish to say in the first place that I noted that you made the remark that this was not the first conference, although none had been held with exactly the same objects we have in view to-day. Your statement was in every sense of the word accurate.

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The Imperial Conference, I take it, was about the first of the series of which this may be called the second ; but the Imperial Conference met for a different purpose than the one we meet for. The primary object of the Imperial Conference was for the purpose of establishing some means of defence to the Empire as a whole ; that was its primary object. This conference is for the purpose of establishing trade relations with various parts of the Empire. (Hear, hear.) As was stated, that conference also was held for the purpose of drawing closer the bonds of union between the colonies and the mother land. This conference is held for drawing if possible closer bonds of union by means of trade relationship with the various colonies of the Empire as well as with the mother country. (Hear, hear.) Now, as far as Australia is concerned, from the day in which Her Majesty was crowned until the present day we may date the great material progress of the Australian Colonies. Some of them were barely in existence before that date. Now, we have, in that short space of time built up a nation out of what was practically a wilderness. I do not intend to go into statistics ; they generally weary an audience, but perhaps I may be allowed to quote one or two. Your worthy representative to the colonies, the Hon. Mackenzie Bowell, has issued a pamphlet in which he has given you the result of his labour in the Australian Colonies ; and he says—and it will give you some good idea at all events of the importance of the trade of Australasia—that the foreign trade of Australasia, (striking out all the intercolonial trade) amounted to over £40,000,000 a year. Now £40,000,000 if it is put into dollars looks a considerable larger sum than £40,000,000 as you know. However, it is a big trade of exported produce which we ourselves did not require for our own consumption. We have in addition an import trade of over £30,000,000. Now, when we come to an important part of Her Majesty's dominions, like Canada, and make the inquiry what is the volume of trade that exists at the present time between Canada on the one hand and Australia on the other, we find it dwindles down to about £100,000 of produce we take from you, and you take from us, we believe, (not directly—a great deal comes through the United States) about £150,000 of our £40,000,000. Now comes the question which this conference is going to try and solve, or at any rate to put on the way of solution if we cannot solve it ; that is, cannot the trade between these two portions of Her Majesty's dominions be greatly increased ? Cannot you take a little more of our £40,000,000, and cannot we take something from you in exchange, to our mutual advantage ? Of course there is no sentiment in trade relations ; it is a matter of pure pounds, shillings and pence ; and if it will not suit us to send our produce to you, if you will not give us what we can get for it elsewhere, we will not send it, and you will not send to us if we do not pay as much as you can get elsewhere. (Laughter and applause.) You will not send to us if you can not obtain some advantage, some benefit, by so doing. I have been looking at the matter from a practical standpoint ; and I have had the advantage over most of my colleagues of having arrived here a week ago ; and I have taken my walks round this beautiful city of Ottawa, in which I see new beauty every day in doing so. I have visited some of your manufactories. Among others, I went into Mr. Eddy's manufactory, and I saw the whole process of making paper from wood, and I saw the immense piles of magnificent paper being made, and all the processes connected therewith and I said : " Well, in Australia we import nearly if not the whole of our paper ; surely Canada with her magnificent water power, the machinery being driven so cheaply by the water power, with her ability to supply us with any amount of paper, ought to be able to build up a trade in

paper." I went further through that factory; I will not describe everything I saw. I saw them making matches, and I said to myself: "Surely the good people of Canada might as well supply the people in Australia with matches instead of the Swedes who largely supply us now." They are the principal source from which we gain our supplies at the present day. I have no doubt that when we look round among your factories and the various products of your land that we shall be able to find plenty of things which you produce which we do not and which we want; and you will be able to find among us a number of products which we produce and you do not and which you want, and we may be able to build up a large and magnificent trade eventually. (Applause.) That, I understand, is your object. I do not intend to take up your time much longer. There are a number of other speakers, but I wish to mention one point in which I have to express a little sorrow. Lord Jersey will recollect that when he was Governor of New South Wales we held a conference in that magnificent city, with its most magnificent harbour. We held a conference there for the purpose of coming to some understanding as to the basis of a federal union between the colonies. We passed a bill; we very properly referred to all the historical precedents of the countries which had federated in the past, and you being the last of the number who had federated, we studied with a considerable amount of interest your constitution. We framed a bill for the purpose of being submitted to the various legislatures for the federal union of the Australian Colonies; and all that I am sorry for to-day, so far as Australia is concerned, is that before this she has not been federated, and that she is not here represented by her delegates who speak for the whole of Australia instead of for people from different parts of it. (Applause.) You may help us to realize that, because you must see what an immense advantage it must be to a country to have one government and to have that government enabled to speak for the whole of a continent, as we could do if we were united, instead of having a number of separate governments, with separate and diverse interests, frequently clashing one with another, and the country is not able to speak in the councils of the world with that one voice in which it should speak, and with which, fortunately, you are able to speak. (Applause.) On this great question, perhaps I may be allowed to say one word, and that is this: you may materially help us, and I believe you will materially help us from the fact that from all inquiries I have been able to make, you are eminently satisfied with the position that you occupy to-day. (Applause.) You are eminently satisfied with the advantages that you have gained under your federation; and we shall be able, I believe, to go back to our native land, Australia, and advance the cause of federation there, from the fact that we will be in a position to inform our people that you, after having tried it for a number of years, have no desire to go back again into your old disunited state, but that you are eminently satisfied with the position you now occupy. Gentlemen, I thank you for the patient hearing you have given me. I trust our deliberations will result in good fruit; and although I, along with Sir Henry de Villiers, may think that we may not be able to bring forth fruit immediately, I am quite sure we will sow seeds which will eventually spring up and produce the results which we so much desire. (Applause.)

Lord ABERDEEN.—You will now have the pleasure of hearing from New Zealand, through Mr. Lee Smith, the representative of that colony.

Mr. LEE SMITH.—Your Excellency, Sir John Thompson, my lord and gentlemen: I beg to tender you my thanks for the kind reception which you have given to me as a representative—I will not say of the largest or smallest of the colonies of Australasia,



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but I will say the most fertile--that is New Zealand. I can assure Your Excellency that my government have looked forward to this conference with much interest, and they hope and expect that the results will be beneficial, not only to that country but also to the whole of Australasia and the Empire at large. Sir, in expressing my thanks to you for the welcome you have given me, I would like also to tender my thanks to the people of Canada for the similar kindness they have shown to me and the other delegates of Australasia since we arrived on these shores. From the time we left Vancouver to the present moment, I may say, we have had one continuous welcome; we have been treated in a most liberal manner; we have been made most comfortable by that great institution of yours, the Canadian Pacific Railway, and our journey throughout has been one long and continuous enjoyment—a pic-nic on wheels. (Applause.) I may say also, for the other bodies besides the Canadian Pacific Railway, that, at Winnipeg, Vancouver, and elsewhere, they have received us in the most generous manner, and I am quite satisfied that when I report to my people in New Zealand they will be highly pleased with the manner their representative has been received in this colony. I think this gathering will be unique in colonial annals. I believe it is unique in two senses: First of all it is a conference for the discussion of entirely commercial matters, and secondly it is unique in the fact that the Imperial Government is directly represented. We have a representative sent here of Her Majesty, and I can confidently endorse what has been said by Mr. Fitzgerald, that no more acceptable representative could be sent here than Earl Jersey. I have not had the opportunity of meeting him before, but being a near neighbour to New South Wales, and reading, as I have read, about his career there, I may say it will give as much pleasure to New Zealand as it has given to the people of New South Wales, that Lord Jersey has been chosen by Her Majesty's Government to represent them in the conference which we are now holding. Sir, my government have looked upon this conference entirely as a commercial one. I cannot claim, as many of my brother delegates can, any political position. My government have chosen me as a purely commercial man. The people of Canada must not think as I hear they do, the New Zealand Parliament is exclusively engaged on social matters. There is no doubt we have given very considerable attention to those questions, but New Zealand also shows a great regard to questions of trade and commerce; and my government, sir, recognizing that this is a great event, recognizing that it may be the precursor of a large trade not only between the Australian Colonies and New Zealand, but also between the colonies of the Empire at large, made this purely a commercial question, and decided to send a man whom they thought would represent them in a proper manner. I am here in that humble capacity, and I will do my best to promote the interests of the colony by taking a wide and comprehensive view of all questions that may come before us. My government have charged me with the high duty, which I shall have great pleasure in endeavouring to carry out, of giving a liberal and generous consideration to the subjects we may have to discuss. Sir, the colony of New Zealand is directly, immediately, and I may say, more particularly interested in the question of mail communication through Canada to Europe than any other colony; it is our natural line of communication between New Zealand and Europe; and, viewing it in that way, and remembering that for many years we have had a communication almost on parallel lines with it through San Francisco to London, my government think that the time has now arrived when we should endeavour to have an alternate line going through territories

which belong to Her Majesty. (Applause.) There is, sir, another matter which may be brought forward, that is the initiation and the carrying out of a cable service through this Dominion, which will receive the favourable consideration of myself as the representative of New Zealand—for it is a natural corollary to a mail service—which means the introduction, and, I hope, the carrying out of a large trade with Canada. Our cable communication with the United States and Canada is very faulty. It was only the day before yesterday that I received a telegram from New Zealand which took three days in transmission. I believe if we could carry out a cable line from New Zealand to Vancouver we should be placed in immediate contact, not only with Canada but also with Great Britain. Sir, there are many questions which may be brought forward. It must be remembered that at this conference there are representatives coming from colonies with varying interests. In one country we may have one thing to consider and in another country we may have another thing to consider ; but I believe it would be to the advantage of all if we regard this conference as a conference for the benefit of the whole Empire and not deal with it in a sectional spirit. (Applause.) I may say that my government have told me that on no account am I to show any of the small petty jealousies which I am sorry to say have from time to time in the past been exhibited between various portions of Her Majesty's dominions. I cannot speak in the same warm manner in which some gentlemen have done with regard to confederation. There are a great number of reasons why New Zealand should not consider at the present moment any question of confederation. It was well said at a conference some few years ago that there were 1,200 reasons why we should defer that consideration ; there are 1,200 miles of water between us and Australia ; and here I regret to say that I find many people throughout this country who are not so well acquainted with the geographical position of New Zealand as they should be, for they mix up New Zealand with Australia in the most remarkable manner. I shall conclude by saying that on all subjects which come before me, I shall endeavour to act in such a manner as to benefit New Zealand, but I shall also consider Australia, and above all the united interests of the great Empire to which we are all proud to belong. (Applause.)

LORD ABERDEEN.—I shall now call upon one of the representatives of Victoria—Hon. Simon Fraser.

HON SIMON FRASER.—Your Excellency, Sir John Thompson, my lord and gentlemen : I have to thank the Government of Canada and the people of Canada on behalf of the colony from which I come for their hearty welcome. We have in Australia, and especially in the colony that I have the honour to represent, with my other two delegates, been exceedingly pleased to receive the invitation of this great Dominion, of which I am also, I may inform your Excellency, a native. (Applause.) But, although I have taken my abode in that country of Australia for over 40 years, yet I need not say that I am delighted beyond measure to be back once more, especially upon such an auspicious occasion as the present. We have received every attention since we landed on the shores of the Dominion, more than we deserved indeed. We have wondered, and wondered over again, at the progress made by this great Dominion, and I can say that although the progress is marvellous, and the people and the government who have had the courage, the daring, I may say, of carrying out such a successful policy should be congratulated and complimented ; still I may say that quite such a future is in store for us in Australia should we have the good fortune and the good sense to follow the ex-

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ample so well set us by Canada. (Applause.) And I may say that our esteemed delegate from the Imperial Government, the Earl of Jersey, is aware of the fact—and my friend Hon. Mackenzie Bowell must be aware of it—that if you are travelling through Australia you find that nine men out of ten are in favour of federation; yet it has not been carried out. We are now, I hope, on the very verge of succeeding; at any rate we are making greater efforts than were ever done before. And we are determined in doing that—as I hope we will be determined in doing what we are now about to commence—to give and take in all matters affecting the welfare not only of our own country, Australia, but of the country, of the Imperial and British interests as well. We meet on this occasion, and the gravity of the situation is very great, because we are acting for future generations; and although I am a great believer in commerce—we all are—there are other matters besides commerce; sentiment has a good deal to do with matters in this life; and if we can manage to increase the trade between Australia and Canada, then larger benefits will follow. That is, the standing by each other, as the Scotchmen would say, standing shoulder to shoulder in time of trouble and anxiety. Well, of course, if we trade with each other we will know each other much better than we can possibly do without trading with each other. I imagine there is a considerable trade to be done between Australia and Canada. It has been alluded to, and I am not going to refer to it; I could enlarge upon various little matters, but this is not a suitable time for so doing. At any rate I am quite sure that the Australian delegates, and also the whole of the delegates, will give and take in all matters like this, and act for common interests. Unless we sink minor and local differences, we never, of course, can arrive at what will be satisfactory in the long run. It is only by yielding here, accepting there, and following a policy of that kind, that we can perhaps look back in years to come and say we have acted with discretion and with wisdom on the whole. I am proud to say that the colony of Victoria is most anxious, and will be exceedingly, I was going to say annoyed, but disappointed at any rate, and grieved, if some successful issue does not result from this great conference. We are not tied by narrow lines. We have the assurance of our government, and I know that the people will be eminently satisfied if we are successful in our mission, because the interests at stake are immense; the interests of Australia alone are immense. My friend, Mr. Playford, has alluded to the trade of Australia. The wool trade of Australia comes to £22,000,000 annually, or nearly \$100,000,000; so that you can imagine what huge interests are at stake. There is where I congratulate the delegate who has referred to the fact—I think it was Mr. Fitzgerald—that the Pacific Ocean ought to be traversed by fast-going boats that would be available to the imperial or colonial authorities if ever unfortunately such a time should arrive to require the same. Our mission is one of peace to all mankind, and not an aggressive one. But, while we acknowledge and declare that to the whole world, yet it is no harm to prepare for eventualities; it is no harm to keep our powder dry. Now, your Excellency, I join with the other delegates in my heartiest thanks on behalf of the colony of Victoria for this sincere welcome. Indeed I may say that I told my brother delegates it would be so on the way from Sydney here, and I may say in passing, that the voyage to Canada is only a voyage of three weeks, that it is no doubt the shortest way to England, and ought to be, certainly, a popular way; a pacific ocean truly it is; and the scenery across from Vancouver here is unrivalled in the world. I have travelled a good deal through Norway and Sweden and other countries, and I have gone sight-seeing, but I have never seen such

sights as here, not even in the country my friend before me represents, New Zealand. So that that great line certainly ought to be a popular one ; and it undoubtedly does cement this great Dominion together and set an example to the world. I do not know, your Excellency, that I can add very much to what has been so eloquently and ably spoken ; but when the actual work begins, I am sure one and all of the delegates will do their utmost to bring about the successful issue of the objects we have in view, namely, trade relations and a cable across to Australia. Certainly without a cable there is a great link missing, and it will be for this conference to forge that link without doing injury to any other company or country ; but if that link is not completed, then I say there will be a blot on the result of the conference. I thank your Excellency for the patient hearing you have given me, and I resume my seat simply saying that I am sure good results will follow from our mission to this land. (Applause.)

Lord ARERDEEN.—I now call upon the Hon. A. J. Thynne, one of the representatives of Queensland, to address you.

HON. A. J. THYNNE.—Your Excellency, Sir John Thompson, and gentlemen : I respond on behalf of the junior, the youngest of the Australasian Colonies, Queensland ; and I think it is very proper that the colony which has been so short a period in existence as ours has been, should be placed on the list of addresses here, so that its delegates may offer to the assembly an expression of their feelings in an order which comes more fitly in the place usually allotted in these times to those of youth and of shorter experience. We have the great privilege of having been called after Her Majesty the Queen herself. We are her latest colony, and she has been good enough to appropriate for us her own name, that of Queensland ; and what is the offering which this young colony has to make in return ? She has endeavoured to follow the steps and benefit by the experience of those who are around her, such as the progressive colonies of New South Wales and Victoria. We have endeavoured to take self development and we hope we have made fairly good use of our opportunities, for we offer in return a voluntary, fruitful and hearty spirit of appreciation of the benefits which we have received under Her Majesty's reign ; and I think that it does not detract from the value of the offering to state that there is not any feeling of impending danger, nor any merely selfish interest which has prompted the development in the colony of Queensland of the most hearty spirit of loyalty towards Her Majesty. (Applause.) I go further, your Excellency, and I say this, that not only do we feel that same spirit of loyalty towards Her Majesty, but there is a spirit of loyalty—that loyalty which, in Australia, as well, I am sure, in Canada, is regarded as sacred by all men who have to endure common hardship, who may have to undergo common danger—and that is the loyalty to one's fellow-subjects ; and I have no doubt that in the discussions that may arise at this conference or hereafter, the people of Queensland will not be in any way backward, or behind those of other colonies or other countries in submitting to her share of responsibility, her share of burden, for the united benefit of the whole of those whom she is privileged to call her fellow-subjects. I have to thank your Excellency for the very appropriate and heart-stirring words which you made use of in your address to us. I think, sir, that the objects of this conference and the spirit which should control it, could not be better expressed than they have been by your Excellency ; and I trust that every delegate who is attending the

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conference will bear those words in mind. I cannot at this stage of the proceedings offer many new sentiments or thoughts for consideration, the subject having been handled by so many much more able speakers than myself, but I will say on behalf of the colony which I have the honour to represent with my friend Mr. Forrest that we should be very much disappointed indeed if there is not some immediate practical result from our conference. (Applause.) We hope, sir, and trust that when we return to our colonies we shall have some practical definite business which can be at once dealt with and disposed of, and that the initiation of this highly desirable commercial intercourse between Canada and Australia will not be left as a matter for future years, but shall be at once and without any unnecessary delay entered upon and carried out. (Applause.) Delays are dangerous, and as for our colony—and I think for most if not all of the other Australian Colonies—there is no desire for delay. We will receive with the greatest care and attention every proposal that is laid before us, and if we can in any way assist towards bringing those proposals into immediate practical operation, I think it will not be through any want or any delay or desire to delay on the part of the colonies that those proposals cannot be carried into effect at a very early date. We look, sir, to hearty co-operation, among ourselves in the Australian Colonies, but we are also exceedingly glad to have the countenance and support of our fellow colonists from the Cape of Good Hope. We look also to the active co-operation of Her Majesty's Government and her representative to bring this conference to an early, successful and practical result, one which will add to what has been so well described as the bonds of sympathy; those bonds of sympathy at any rate will not be made any the weaker by having a bond further to bind us together. I think up to the present moment our bond of union with Canada has been that feeling of sympathy which existed in Canada, and that feeling of sympathy which existed in Australia towards one common object, the mother country. (Hear, hear.) But that bond of sympathy will be none the less effective if our people, our merchants and traders are interested directly in the course of trade between the Dominion and the colonies, are interested in our investments, in the money expended in the development of commercial intercourse, and in the establishment of cable communication; and I trust, sir, that we shall make our heartiest efforts towards bringing about the additional bonds which those objects would involve. I am sure that you, sir, and this large assembly must be already weary with the number of addresses which have been delivered, interesting each one of them undoubtedly; but the time has so far gone that I will not detain you any further beyond thanking you again on behalf of the colony which I represent for the almost royal hospitality which you have shown us—hospitality which it would be as hard for me to express in words as it would be to describe your magnificent scenery. And I assure you we shall take the greatest pleasure in reporting to our government, our parliament, and our people the kindly feeling you have shown us. (Applause.) I thank you again. (Applause.)

### AN ADDRESS TO HER MAJESTY.

Hon. Mr. SUTTOR.—This being the 56th anniversary of the coronation of Her Majesty the Queen, I feel that we cannot separate to-day without taking advantage of this opportunity to present to Her Majesty an address of congratulation on the length and beneficial influence of her reign over the British Empire. I therefore beg to move the following resolution:—

“That a committee be appointed to prepare an address of congratulation, from the members of the conference, to Her Majesty the Queen, upon her having attained the fifty-sixth year of her coronation.

“That the committee consist of Hon. Mackenzie Bowell, Sir Charles Mills, Hon. Thomas Playford, A. Lee Smith, Esq., Hon. Nicholas Fitzgerald, Hon. Mr. Fraser, Hon. A. J. Thynne and the mover.”

This resolution on being put was adopted.

Hon. Mr. SUTTON, on behalf of the committee, reported the address. He said:—

In moving the adoption of this address to Her Majesty the Queen, it would indeed be presumptuous in me to say many words in eulogy of Her Most Gracious Majesty. But coming from the nadir of your zenith, and being an Australian, it may not be considered altogether inappropriate if I should ask the members of the conference to agree to this address. Our sovereign has to-day reached the 56th anniversary of her coronation, and we do hope that she may be long spared to rule over us, and to be an example to her race in the future as she has been in the past. Within the last few days there has been born a young son to their Royal Highnesses the Duke and Duchess of York, who it is to be hoped will receive the instruction and wise counsel Her Majesty is so capable of giving to one who may ultimately become our ruler. This most successful of successful sovereigns has been a great and good example to all others. She has not only led a noble life, but a life that has been pure and blameless through all these years, “in the fierce light that beats upon a throne.” I beg to move the adoption of the address, which is as follows:—

Address to Her Majesty the Queen, from the Colonial Conference assembled at Ottawa on the 28th June, 1894.

To the Queen's Most Excellent Majesty:

Most Gracious Sovereign:—We, Your Majesty's dutiful and loyal subjects assembled at Ottawa to confer upon the best means of promoting commercial intercourse between the various portions of Your Majesty's Empire, desire to express our unswerving attachment to the Throne and person of Your Majesty.

Coming together on the 56th anniversary of Your Majesty's coronation, we, hitherto strangers to each other, are led by this happy concurrence to realize the closeness of the tie which binds together the widely separated portions of Your Majesty's dominions by a common sentiment of devoted allegiance to Your Majesty's gracious rule.

It is, therefore, with a lively and heartfelt satisfaction that, on the threshold of our labours, we unite in offering our humble, sincere and cordial congratulations on this auspicious occasion which distinguishes a reign famous in the annals of England, no less for its unexampled duration than by reason of the many glorious achievements of civilization with which it must be for ever associated.

We beg to assure Your Majesty of the earnest resolve which animates those charged with the administration of Your Majesty's colonial possessions to vie with Your Majesty's Imperial advisers in upholding the ancient monarchy under which it is our happiness to live, and in doing our part to hand down unimpaired to the last generations this great symbol of our union and our strength.

We rejoice in the well grounded hope that Your Majesty may be spared to your people for many years to come.

Sir CHARLES MILLS.—Your fellow colonists of the Cape of Good Hope will be highly pleased to learn that the honour of seconding the resolution for the adoption of the address just read has been conferred on one of their delegates to this conference, and I, as their humble representative, gratefully appreciate having been selected for this duty, which I will now willingly discharge as briefly as possible. On the invitation of the Government of this great country, this grand Dominion, there are now assembled here representatives from all but one self-governing colony to confer as to the best means of promoting the commercial interests of every portion of the British Empire, and on this point I wish now merely to say that the Cape Colony aspires to the exercise of the same trade facilities between the several colonies and parts of the Empire as those enjoyed by the different counties in Great Britain and Ireland—between Sussex

## Colonial Conference.

and Surrey for instance. It is therefore not only seemly but dutiful that being met here on the 56th anniversary of the coronation of our great and noble Queen (the designation whereby the name of Victoria will go down to posterity in the world's history) we should, after invoking the blessing of Providence upon our proceedings, approach Her Majesty with expression of love and devotion to her person and throne, mindful of the fact that she has so nobly borne the Crown of the British Empire and its vast responsibilities for fifty-six years with honour and glory in her public, and unblemished virtue and rectitude in her private life, a grand example to her people. In the name and on behalf of the colony of the Cape of Good Hope, I now beg to second the resolution submitted by the honourable the mover.

Lord ABERDEEN.—I shall regard it as a high honour and privilege to transmit your address to Her Majesty at the earliest opportunity.

### THE FIRST ATLANTIC STEAMER.

Lord ABERDEEN—I have received the following letter from the clerk of the House of Commons and beg to read it to you :—

To His Excellency the Governor General :

MY LORD,—The two Houses of the Canadian Parliament have ordered that a brass tablet should be placed in the wall of the corridor leading to the Library of Parliament, with a suitable inscription commemorating the departure of the "Royal William" from the port of Quebec, in 1833—the first vessel to cross the ocean wholly by means of steam.

Your Excellency is already familiar with the leading circumstances connected with this interesting historical fact. The brass plate ordered by Parliament is now ready to be put in place, and it is felt that no more fitting time could be chosen than at the close of the opening meeting of the colonial conference.

On behalf of the Royal Society and associated societies, who were the first to move in doing honour to the builders and navigators of the "Royal William" I express the hope that Your Excellency will be pleased to place the commemoration plate in its permanent position. If it is agreeable to Your Excellency I inclose the list of gentlemen who, it is thought desirable, should witness the proceedings.

1—The delegates to the conference. 2—The Speakers of the Senate and Commons. 3—Cabinet Ministers. 4—Mr. Gustavus Wicksteed, who saw the "Royal William" launched 63 years ago and took passage on her trial trip. 5—Mr. Horace Wicksteed, who boarded the "Royal William" on her arrival in England and dined with the captain. 6—Representatives of the Royal Society and Associated Societies.

I have the honour to be Your Excellency's most faithful servant,

(Signed), J. G. BOURINOT.

In accordance with this request I shall when the conference rises have much pleasure in placing the brass tablet in the place selected for it, and I invite the gentlemen specially named in the letter and others to assist me by their presence at the place designated.

I have now to announce that the first meeting is concluded, and that the members are invited to meet to-morrow for business at half past ten in the office of the Minister of Trade and Commerce.

His Excellency then proceeded to the corridor leading to the Library of Parliament when, in pursuance to the order of Parliament, the memorial brass respecting the "Royal William" was placed in the position it now occupies. This formal act performed by His Excellency on the occasion of the opening of the Colonial Conference most fittingly associated the gathering of representatives from the British possessions in all quarters of the globe, with the germ and pioneer of ocean steam navigation, the development of which has rendered the conference possible. The memorial was placed in its position by His Excellency in presence of the delegates, the Speakers of both

Houses of the Dominion Parliament, the members of the Government and members of both Houses, by members of the Royal Society of Canada on behalf of the Canadian Institute, Toronto, the Literary and Historical Societies of Quebec and Halifax and other associated societies, and by citizens of Ottawa generally, among others the venerable brothers Wicksteed, referred to in the letter on the preceding page.

The inscription on the memorial brass is as follows :—

IN HONOUR OF THE MEN  
BY WHOSE ENTERPRISE, COURAGE AND SKILL  
THE  
" ROYAL WILLIAM "

The first vessel to cross the Atlantic by steam power was wholly constructed in Canada and navigated to England in 1833. The pioneer of those mighty fleets of ocean steamers by which passengers and merchandise of all nations are now conveyed on every sea throughout the world.

Ordered by the Parliament of Canada, June 13-15.

1894.

DOUGLAS STEWART,  
J. LAMBERT PAYNE,  
*Joint Secretaries of the Conference.*



## Colonial Conference.

# PROCEEDINGS OF THE CONFERENCE.

OFFICE OF THE MINISTER OF TRADE AND COMMERCE,  
OTTAWA, FRIDAY, June 29th, 1894.

The Conference opened at 10.30 a.m.

The following representatives were present :—

The Imperial Government—{ THE RIGHT HON. THE EARL OF JERSEY,  
P.C., G.C.M.G.

Canada—HON. MACKENZIE BOWELL, P.C.  
HON. SIR ADOLPHE CARON, P.C., K.C.M.G.  
SANDFORD FLEMING, Esq., C.M.G.

Tasmania—HON. NICHOLAS FITZGERALD.

New South Wales—HON. F. B. SUTTOR, M.L.A.

Cape Colony—SIR HENRY DEVILLIERS, K.C.M.G.,  
SIR CHARLES MILLS, K.C.M.G., C.B.

South Australia—HON. THOMAS PLAYFORD.

New Zealand—ALFRED LEE SMITH, Esq.

Victoria—SIR HENRY WRIXON, K.C.M.G., Q.C.  
HON. NICHOLAS FITZGERALD, M.L.C.  
HON. SIMON FRASER, M.L.C.

Queensland—HON. A. J. THYNNE, M.L.C.  
HON. WILLIAM FORREST, M.L.C.

### CREDENTIALS FILED.

The delegates filed their credentials. (*Vide*, Appendix "A.")

### HAWAIIAN REPRESENTATION.

A letter was read from Mr. Theo. H. Davies, dated Ottawa, June 27th, 1894, explaining the position which the Honolulu Chamber of Commerce expected him to have at the conference. The letter was placed on file. (*See* Appendix "A.")

### ELECTION OF PRESIDENT.

Hon. Mr. FITZGERALD.—I have very great pleasure indeed in nominating Mr. Mackenzie Bowell for the position of president of the conference. It is not necessary for me to put before you his high claims to the position, and I am sure the nomination will be received with pleasure by all.

The Earl of JERSEY.—I have much pleasure in seconding the motion.

The motion was agreed to.

Hon. Mr. BOWELL.—In assuming the responsible duties which devolve upon the president of a conference of so important a character as the one now assembled, I cannot but express my humble appreciation of the high honour thus conferred, and further to express the hope that in discharging the duties of presiding officer my actions may be such as to meet with the approval of all assembled to take part in the consideration of the important questions which are expected to come before you.

It is with exceeding regret that I have to apologize for the absence of our Finance Minister, Mr. Foster, who was appointed with Sir Adolphe Caron and myself, but is unable to be present on account of illness. The strain of the session, and the re-arrangement of the tariff, which is composed of some 900 items, has entailed a great amount of work upon him. He is at present suffering from an attack of lumbago, or nervous prostration ; but we shall have the benefit of his valuable services, I hope, in a day or two.

It is exceedingly gratifying to the Government of Canada, to witness the great interest which has been manifested not only in the self-governing colonies of Her Britannic Majesty, but in England, in the meeting together of representatives from different portions of the British Empire for the purpose of discussing questions of vital importance to their future development and all that contributes to a nation's greatness.

At no period in the history of the Empire could the words placed in the Queen's Speech on the prorogation of Parliament in 1886, when it was proposed to hold the first Colonial Conference, be repeated with greater truth than at the present moment. Time has only intensified the force of the utterance which Her Gracious Majesty then made, when she was pleased to say :—

“I have observed with much satisfaction the interest which in an increasing degree is evinced by the people of this country in the welfare of their Colonial and Indian fellow subjects ; and I am led to the conviction that there is on all sides a growing desire to draw closer in every practical way the bonds which unite the various portions of the Empire.”

The first statement is verified by the fact that we have present a representative of imperial authority to take part in our deliberations ; and the second has a practical illustration of its correctness in the fact that delegates are present from various colonies to consider and adopt measures which have for their object the drawing closer together in a perpetual bond of kinship those subjects of Her Majesty whose lot has been cast in different parts of her great Empire.

The present conference does not meet, as has been stated in some of the public journals, for the purpose of discussing imperial politics or imperial foreign policy, further than they affect the material welfare and well-being of the different British colonies in general, in matters of trade, and that which is incident thereto, cable connection between all parts of the British Empire without touching upon foreign soil.

This conference is the direct outcome of the policy of the Canadian Government in its efforts to extend trade in every direction, more particularly with its sister colonies. With that end in view, as an initial step and as an evidence of the interest taken therein by the representatives of the Canadian people, a subsidy was voted by parliament in aid of a direct steamship service between Canada and Australia. This having been accomplished and the service fairly inaugurated, the Minister of Trade and Commerce was, on the authority of an Order in Council passed on the 7th of September, 1893, “requested to proceed to Australia as soon as possible to confer with the several governments there, with a view to promote the extension of trade between Australia and Canada, also to confer with those governments on the subject of a telegraph connecting Canada with Australia.” Under and by this authority the minister proceeded at once to Australia and after conferences with the governments of New South Wales, Queensland, Victoria and South Australia ; and after having communicated by letter with the Premiers of New Zealand, Tasmania, Western Australia and Fiji, the govern-

## Colonial Conference.

ments of all of which entered most earnestly into the projects, it was deemed advisable, owing to the fact that most of the colonial legislatures were then in session, that a Conference composed of delegates from the different colonies should be held in Canada at as early a period as convenient. In confirmation of this view, the Earl of Hopetoun, Governor of Victoria, in proroguing Parliament in November, 1893, said :—

“The visit to Australia of the Honourable Mackenzie Bowell, the Canadian Minister of Trade and Commerce, as a Delegate from the Dominion Government, is an event of interest. It illustrates the unity under the Crown of the numerous distinct governments which constitute the British Empire; and the purpose of the visit which is to establish trade relations between Canada and Australia, marks the practical nearness of otherwise distant communities.”

His Lordship then added :—

“It has been suggested that the object in view would be attained by a conference in Canada of Australasian representatives with the Government of the Dominion. Should such a conference be arranged due provision will be made for the representation of this colony on the occasion.”

Upon the return of the minister to Canada and the result of his mission being reported to his colleagues, an Order in Council was passed of which the following is a copy :—

“On a report dated 5th of February, 1894, from the Minister of Trade and Commerce submitting the following recommendation relating to trade and cable communication between Canada and Australia :

“1. In order to cultivate and increase trade relations between Canada and Australia an Act was passed (Act 52 Vic., chap. 2, 1889) intituled : An Act relating to Ocean Steamship Subsidies, authorizing the granting of a subsidy of not exceeding the sum of £25,000 sterling per annum, to assist in establishing an effective fortnightly steamship service between British Columbia and the Australian Colonies and New Zealand.

“2. Chapter 2, 52 Victoria, was amended by Act 56 Victoria, Chapter 5 (1893), so far as to authorize the granting of a subsidy of not exceeding the sum of £25,000 sterling per annum to assist in establishing an effective monthly or more frequent steamship service between British Columbia and the Australian Colonies and New Zealand.

“3. Under this authority a contract was entered into between the Minister of Trade and Commerce on behalf of Her Majesty, and James Huddart of the city of London, in England, bearing date the 1st day of May, 1893, providing for a monthly or more frequent service between Vancouver, B.C., and Sydney, N.S.W., under the terms of which steamships of the capacity agreed upon were placed on the route, the first one sailing from Sydney the 18th May, 1893.

“4. On the 7th September, 1893, an Order in Council was passed authorizing the Minister of Trade and Commerce to proceed to Australia and confer with the several governments, with a view to promote an extension of trade between Australasia and Canada, and also to confer with the said government on the subject of a telegraphic cable to connect Canada with Australia and New Zealand.

“5. The Minister of Trade and Commerce on the 7th September, 1893, proceeded to Australia, and had conference and communication with the governments of the several colonies on the subjects referred to in the said Order in Council of the 7th September, 1893, at which it was suggested, and a decision was arrived at between the Minister of Trade and Commerce and the Premiers of New South Wales, Queensland, Victoria, and South Australia, that it was important that a conference should be held at as early a date as would be most convenient, in the city of Ottawa, Canada, for the purpose of discussing the arrangements which might be considered the most desirable for the purpose of carrying out the objects in view.

"6. The minister recommends that the governments of New South Wales, Queensland, Victoria, South Australia, Tasmania, New Zealand and Fiji be respectfully requested to appoint and send one or more delegates to meet at Ottawa, on Thursday, the 21st day of June, 1894, for the purpose of considering the trade relations existing between Canada and their respective countries, and the best means of extending the same and of securing the construction of a direct telegraphic cable between those colonies and the Dominion of Canada.

"The minister further recommends that the government of the Cape of Good Hope be invited to take part in the deliberations of the conference herein referred to.

"7. The minister also recommends that the British Government be requested to take part in their conference by sending a delegate or by such other means as may be considered advisable, inasmuch as the object is of an imperial as well as a colonial character.

"The committee, concurring in the above recommendation, advise that your Excellency be moved to transmit a certified copy of this minute to Her Majesty's Principal Secretary of State for the colonies.

"The committee further advise that your Excellency be also moved to transmit certified copies to the Governors of the various colonies herein referred to, and to the Governor of the Cape of Good Hope.

"All of which is respectfully submitted for your Excellency's approval.

"(Sgd.) JOHN J. MCGEE,

*"Clerk of the Privy Council."*

To this invitation the imperial, and the majority of the colonial governments communicated with, gave a favourable response, as evidence of the fact delegates are now present to consider and devise the best and most feasible means of bringing about the objects in view, viz., of developing trade interests, not the least of which is cable communication between all the different portions of the Empire. It is to be regretted that Western Australia and Fiji were not able to send representatives; important state duties, which could not be postponed, having prevented. Sir John B. Thurston, Governor of Fiji, though not here, assured me in a letter explaining his absence, that he was in full sympathy with the objects for which we have met.

Before drawing attention to the important subjects, which among others may receive the special consideration of the conference, it is desirable that I should inform those present that on my return from Australia last December, the steamer called at Honolulu, the capital of the Hawaiian Islands, where through the intervention of the president of the Provisional Government, I addressed the members of the Chamber of Commerce upon the subject of more extended trade between those islands, Canada and Australasia, as did also Mr. Hoyle, a member of the New South Wales Legislature.

At the same time I informed the chamber of the proposed conference to meet here, and extended an invitation to it to send a representative. A committee was appointed to consider the subject, and as a result we are glad to welcome Theo. H. Davies, Esq., British consul at Honolulu, as a representative of that body, who visits us with a view to consider how and in what way trade may be best encouraged between the Hawaiian Islands and the British Colonies.

In discussing with the premiers of the different colonies the subject of more extended trade relations between Canada and Australia by means of a modification of tariffs, I found the provisions of the Constitution Acts under which the different Australian Colonies are governed would not permit of the adoption of a policy of differential

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tariffs in favour of any other portions of the Empire, that while each colony had the authority under their Constitution Act to discriminate against each other, that power did not extend beyond the limits of Australia. In order that this may be made clear, I quote from the Constitution Act of Queensland, as follows :—

“ Subject to the provisions of this Act and notwithstanding any Act or Acts of the imperial parliament now in force to the contrary it shall be lawful for the legislature of the colony to impose and levy such duties of customs as to them may seem fit in the importation into the colony of any goods, wares and merchandise whatsoever, whether the produce of or exported from the United Kingdom or any of the colonies or dependencies of the United Kingdom or any foreign country.”

“ Provided always that no new duty shall be imposed upon the importation into the said colony of any article the produce or manufacture of or imported from any particular country or place which shall not be equally imposed on the importation into the said colony of the like article the produce or manufacture of or exported from all other countries and places whatsoever.”

No such provision is found in the Constitution Act of Canada nor any other provision which can hamper the action of the Canadian Government in respect of its trade policy ; but restrictions do exist in certain treaties entered into between England and Foreign powers which bind all the colonies to terms and conditions respecting most-favoured nation treatment ; that, in 1862, between Great Britain and Belgium, contains the following clause :—

XV. “ Articles the produce or manufacture of Belgium shall not be subject in the British colonies to other or higher duties than those which are or may be imposed upon similar articles of British origin.”

And in the treaty of commerce between Great Britain, Prussia and the Zollverein (Luxemburg, Mecklenburg-Schwerin, Anhalt, Waldeck and Pymont, Lippe, Bavaria, Saxony, Hanover, Schaumburg-Lippe, Wurtemberg, Baden, Hesse-Cassel, Hesse-Darmstadt, and the States forming the Customs and Commercial Union of Thuringia, viz., the Grand Duchy of Saxony, Saxe-Meiningen, Saxe-Altenburg, Saxe-Coburg-Gotha, Schwarzburg-Rudolstadt, Schwartz-burg-Sondershausen, Reuss-Greiz, Reuss-Schleitz, Brunswick, Oldenburg, Nassau and Frankfort), signed in the English and German language, at Berlin, May 30, 1865, clause VII provides :—

“ The stipulations of the preceding Articles I. to VI. shall also be applied to the colonies and foreign possessions of Her Britannic Majesty. In those colonies and possessions the produce of the states of the Zollverein shall not be subject to any higher or other import duties than the produce of the United Kingdom of Great Britain and Ireland, or of any other country, of the like kind ; nor shall the exportation from those colonies or possessions to the Zollverein be subject to any higher or other duties than the exportation to the United Kingdom of Great Britain and Ireland. ✓

It will be seen that these provisions make each British Colony a party to what is known as the “ most-favoured nation clause,” whether such provisions are in their interest commercially or not. ✓

The practical effect of the provisions in the treaties from which these quotations are made has been to restrict and impede to a certain extent that freedom of action in legislating upon tariff and commercial affairs, which all self-governing colonies should possess in so far as relates to the management of their internal affairs, and external relations with sister colonies or foreign nations when not inimical to imperial interests. ✓

So strong was the feeling of the people of Canada upon this question that the Senate and House of Commons of Canada, during the session of 1892, on the motion of Sir John Abbott, then premier, unanimously adopted the following address to Her most Gracious Majesty :—

“ To the Queen’s most Excellent Majesty :—

“ MOST GRACIOUS SOVEREIGN :

“ We, your Majesty’s most dutiful and loyal subjects the Senate and House of Commons of Canada, in Parliament assembled, humbly request that Your Majesty may be graciously pleased to take into consideration the position of Canada in respect of certain important matters affecting its trade relations with the Empire, and with foreign nations.

“ Your memorialists desire in the first place, to draw attention to certain stipulations in the existing treaties with Belgium and with the German Zollverein, ordinarily referred to as the ‘ most-favoured nation ’ clauses, which are extended to other countries whose commercial treaties with Great Britain contain a ‘ most-favoured nation ’ clause, and which apply to British Colonies. By Art. XV. of the treaty with Belgium, entered into in 1862, Canada is compelled to admit all articles, the produce or manufacture of Belgium, at the same, or at no higher, rate of duty, than is imposed upon similar articles of British origin. And in the treaty with the German Zollverein, entered into in 1865, it is stipulated that the produce of those states shall not be subject to any higher or other import duties than the produce of the United Kingdom or any other country of the like kind ; and that the exports to those states shall not be subject to any higher duties than exports to the United Kingdom.

“ Your memorialists consider that these provisions in treaties with foreign powers are incompatible with the rights and powers subsequently conferred by the British North America Act upon the Parliament of Canada, for the regulation of the trade and commerce of the Dominion ; and that their continuance in force tends to produce complications and embarrassments in such an Empire as that under the rule of your Majesty, wherein the self-governing colonies are recognized as possessing the right to define their respective fiscal relations to all foreign nations, to the mother country, and to each other.

“ Your memorialists further believe, that in view of the foreign fiscal policy of increasingly protective and discriminative duties, it is clearly adverse to the interests of the United Kingdom, and of each and all of its possessions, that the Parliament of the United Kingdom, or of any of your Majesty’s self-governing colonies, should be thus restricted in the power of adopting such modifications of its tariff arrangements as may be required for the promotion of its trade, or its defence against aggressive or injurious measures of foreign policy.

“ Your memorialists desire also to point out that the immense resources of the Dominion in its facilities, and its lumber, require for their profitable development the largest practicable extension of its markets, more especially in countries whose native supply of such productions is limited, while its rapidly developing manufacturing industries demand large and increasing supplies of raw material, to be mainly supplied by countries which are extensive consumers of the productions of Canada. Your memorialists believe that among the countries with which such an interchange of traffic takes place, the British Empire holds the highest rank in amount, and from its diversity of climate and productions affords the widest prospect of rapid, and practically limitless increase, while the trade of the Dominion with the United States is second only to that with the British Empire, and its development and extension are of great importance to us ; though, from the similarity of most of the products of the two countries, it is probably not susceptible of so great an expansion as might be effected in the interchange of traffic with the Empire.

“ Your memorialists earnestly desire to foster and extend the trade of the Dominion with the Empire, with its great neighbour, the United States, and with other countries throughout the world, wherever opportunity offers ; and believe that by

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mutual concessions, and the adoption of measures for the rearrangement of trade relations between the various portions of the British Empire, and between the Empire and foreign nations, important and lasting beneficial results may be attained, and that to the way of the attainment of these great objects, the continuation of the restrictions imposed upon Canada and other portions of the Empire by the so-called favoured nations clause creates an unnecessary and unjustifiable obstruction.

“The Senate and House of Commons therefore humbly request your Majesty to take such steps as may be necessary to denounce and terminate the provisions referred to in the treaties with the German Zollverein, and with the Kingdom of Belgium.”

The demands made in the foregoing address mark “no new departure by Canada from the hitherto accepted traditions and practices of the colonies regarding their relation in matters of trade and commerce with the United Kingdom.” Though Great Britain has not yet acceded to the requests of Canada as expressed in that address, it is gratifying to know that no treaty between Great Britain and any foreign power is finally ratified, binding Canada to its provisions, without her consent is first asked and obtained.

The earnest and careful attention of the conference is directed to these two most important points; the abrogation of which by Great Britain is absolutely necessary before the paramount objects which the colonies have in view can be successfully accomplished.

It is not, I am sure, the desire nor the intention of any colony to adopt a policy of discrimination against the mother country, nor should it do so, but each colony has the right to ask and to receive from the Imperial Authorities the removal of the barriers which now exist preventing full and unrestricted action in dealing with tariff matters in such a manner as will best serve, first, the interests of its people; and second, the interest of the Empire as a whole. This is the more necessary when we consider the rapid development of trade in each colony, as evinced by the increase that annually presents itself. A comparative statement of the imports and exports of eighteen colonies for the years 1882 and 1892, gives the following results:—

Latest Returns at our command show the value of Imports and Exports to be for 1882 and 1892 as follows:—

	1882.			1892.			1882. Total Trade.	1892. Total Trade.
	Imports. £	Exports. £	Total Trade. £	Imports. £	Exports. £	Total Trade. £		
India.....	60,436,155	83,068,198	143,504,353	84,155,045	111,460,277	195,615,322	Total for Australia. £114,533,046 or \$557,394,157 Total for Canada. \$221,556,703 \$778,950,860	
Ceylon.....	3,885,287	3,032,107	6,917,394	4,565,234	4,021,728	8,586,962		
Mauritius.....	2,842,008	4,017,063	6,859,071	3,537,444	1,859,844	5,397,288		
New South Wales.....	21,467,899	17,677,355	39,145,254	20,776,526	21,972,247	42,748,773		
Victoria.....	18,748,081	16,193,579	34,941,660	17,174,545	14,214,546	31,389,091		
South Australia.....	6,707,788	5,359,890	12,067,678	7,395,178	7,819,539	15,214,717		
Tasmania.....	1,670,872	1,587,389	3,258,261	1,497,161	1,346,965	2,844,126		
New Zealand.....	8,669,270	6,658,008	15,267,278	6,943,056	9,534,851	16,477,907		
Queensland.....	6,318,463	3,534,452	9,852,915	4,382,657	9,170,408	13,553,065		
Natal.....	2,213,538	731,809	2,945,347	3,212,259	1,535,903	4,748,162		
Cape of Good Hope.....	9,660,641	8,561,158	18,221,799	9,571,670	12,206,493	21,778,163		
Legos.....	428,883	581,064	1,009,947	522,041	577,083	1,099,124		
Dominion of Canada.....	24,879,062	21,278,584	46,157,646	26,179,329	23,417,132	49,596,461		
Newfoundland.....	1,739,629	1,458,587	3,198,216	1,431,137	1,549,408	2,980,545		
Jamaica.....	1,321,962	2,871,020	4,192,982	1,941,481	1,759,806	3,701,287		
Barbados.....	1,162,867	2,356,162	3,519,029	1,981,572	926,572	2,908,144		
Trinidad.....	2,399,795	2,452,033	4,851,828	2,089,380	2,258,063	4,347,443		
British Guiana.....	2,099,633	3,208,631	5,308,264	1,780,319	2,433,213	4,213,532		
Grand total.....	£176,591,833	182,142,260	358,734,093	196,236,034	228,064,078	426,300,112		
Grand total.....	\$859,413,587	886,425,665	1,745,839,252	964,748,698	1,109,911,846	2,074,660,544		



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Giving a total in 1892 of \$2,074,660,554, of which the Australasian Colonies contributed \$594,841,373, and Canada \$241,269,443, or a total of \$836,210,814 ; but it must be borne in mind that a portion of the exports and imports of Australia are intercolonial, while in Canada under confederation, interprovincial trade is not included in her exports or imports.

A large portion of the above trade is with foreign powers which, by a judicious adjustment of tariffs, might be diverted into British channels ; this is therefore deserving of the earnest and careful consideration of those who have the general consolidation of the Empire at heart.

The accomplishment of this great object could, I humbly submit, be attained by each colony retaining perfect autonomy as regards its tariff rates, whether on a basis of free trade or protection, with the one sole restriction, that on all articles on which duties are charged, uniform preferential rates on direct importations shall be accorded to all members of a confederation to be founded for that purpose and to the mother country should she desire to form part of such confederation, as against the rest of the world.

To accomplish this the Imperial Government should be respectfully called upon to terminate all existing treaties to the contrary, at the earliest date possible.

This being attained a joint commission might be appointed to form nomenclature of tariffs so as to insure uniformity of practice in respect to assessments of duties as well as classifications for statistical purposes.

Uniform practice with reference to values for duty and for statistics.

A uniform statistical period and an interchange of statistical, commercial and trade blue-books, as issued.

As a means of ensuring success in the consideration of subsidies for promoting trade relations between the different members of the confederation.

Pertinent to this proposition is cable connection not alone with Australia, but with all colonies which form part of this tariff union—and it is to be hoped that all of Her Majesty's possessions will in due time be incorporated therein—all on a basis of direct British or Colonial control, and touching at or on British territory only.

An extension to Hong Kong of the proposed line between Canada and Australia is under the provisions of the agreement entered into between the Most Honourable the Secretary of State for the Colonies and the Eastern Extension, Australasia and China Telegraph Company, Limited, bearing date the 28th of October last, rendered easy of accomplishment at a moderate cost, while another important link in the grand chain, viz., from Canada via Bermuda to the various British West India Islands is at present under contemplation.

Upon the subject, however, of the importance of cable extension between the outlying portion of the Empire, on the Pacific, it is but necessary to call attention to the proceedings of the Colonial Conference held in London, in 1887, and to subsequent papers upon the subject, all of which will be laid before you.

Correlative to the subject of cable communication and none the less important is that of the increased postal facilities under exclusively British control which the lines of swift communication already inaugurated and those in contemplation will provide, to which no doubt your attention will be directed with a view to the devising of means for further extension and efficiency.

The question of the copyright laws as they effect the colonies is a subject of such importance as to warrant careful consideration. It is not, however, at this moment necessary for me to enter into details upon this subject as fully as its importance demands, from the fact that I shall be enabled to lay before you the report of the Right Hon. Sir John Thompson, Premier and Minister of Justice of Canada, in which he deals fully with the subject ; his report has been approved by the Governor in Council.

Having as briefly as possible, consistent with their importance, enumerated such subjects for consideration as have occurred to me as being of interest to all of Her Majesty's possessions, here represented, I leave for those specially interested therein the presentation of other subjects of interest to individual colonies, some of which may prove to be even greater factors in the working out of the paramount problem, that of the consolidation by the drawing together and binding more closely on the basis of the greatest good to all of the geographically separate portions of the one great Empire, all of which I humbly trust will receive the most earnest and careful consideration of those here assembled.

#### PRINTING THE PRESIDENT'S ADDRESS.

Sir ADOLPHE CARON.—The address which you, Mr. Chairman, have just delivered I think is a most important one. It is really an address which might be looked upon as a programme. All the questions which the Chairman has touched are of the greatest possible moment, and every colony represented in this conference must feel that upon the result of the discussion of that paper the heavy work of the conference will pretty well turn. I should suggest with your permission, Mr. Chairman, that, considering the importance of this address, it should be printed or type-written and a copy given to each member of the conference, so that the subjects which are of importance to the various colonies might be taken up by the gentlemen who represent such colonies ; and when the time comes for discussing it, from the fact of the paper having been in our hands for a few days it will be more convenient for the gentlemen representing the different colonies to discuss the various subjects which are mentioned in that paper. I move that the address which you have delivered be type-written or printed. It can be done confidentially in the Printing Bureau ; and a copy may be given to the various gentlemen representing the colonies and afterwards a day can be fixed for discussing the subjects mentioned in it.

Hon. Mr. SUTTOR seconded the motion, and it was carried.

#### ORDER OF PROCEDURE.

Hon. Mr. FITZGERALD.—It might be convenient to members if an arrangement was made as to the order of procedure, and whether we should follow the order set out in this statement of the chairman, or whether it is the wish of the conference we should change that order. For my part I would say that I would like to see the question of the Pacific cable taken up at the earliest possible moment ; and for this reason that it is possible that during the discussion, if the members of the conference should arrive at any conclusion, or should show such unanimity as will justify the act, that we should have the longest opportunity to communicate with our respective governments on the subject, and thinking, therefore, that it will facilitate business, I respectfully throw out the suggestion that the Pacific cable should be the first in order of the public business to be transacted.

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Hon. Mr. PLAYFORD.—I understand what has been done is a resolution that we are to take the Chairman's opening address into consideration, and evidently discuss the whole of the subjects contained in it. We are either to do that or discuss each subject separately. Of course, there are advantages in discussing the Chairman's address, as he has touched upon almost every subject that is likely to come before us—a general discussion first—and then a particular discussion on the several points afterwards ; but that is a matter, of course, for us to decide. At the Imperial Conference no such course was adopted. Each matter was discussed separately, and was not mixed up with a general speech and statement on the whole of the questions under consideration. I contend myself that that course is the best. It will not save time by having the general discussion first. Although it may pave the way somewhat, and perhaps save a little time, there will always be a considerable amount of repetition. If we confine ourselves, therefore, to the discussion of each separate question on the distinct questions that may be moved or the propositions that may be laid before us, I think it will be a great deal better than having a general discussion first on the whole of the questions submitted to us.

Sir HENRY WRIXON.—I think it will be the feeling of the conference that we had better proceed to business, and by submitting a distinctive motion we could affirm what we desire. That would be better than a general discussion. I have prepared before coming here a motion on the subject you have, Mr. Chairman, so lucidly put before us, namely giving the dependencies of the Empire power to enter into trade relationship with one another and with the mother country ; and when I am in order I would like to submit that motion ; and when the times comes it would be better to discuss that particular subject. At the same time there is another motion which I wish to make. I would endorse what my co-delegate, Mr. Fitzgerald, has said, because I certainly think it would be the feeling of Victoria that if it were the will of this conference it would be desirable to take the cable first.

Hon. Mr. PLAYFORD.—I think the best course to adopt would be that each member who has a proposal to make should hand it in, and we can discuss it.

The PRESIDENT.—It is then suggested and agreed that any delegates having a subject to bring before the conference should indicate it by resolution, so that the other members could give it consideration. The subject suggested by Mr. Fitzgerald is a very important one, and a day should be set apart for its consideration not earlier, than Monday ; so that Mr. Fleming, who has that subject under his especial direction, so far as Canada is concerned, could read whatever papers he might have ; and the matter could then be discussed. I think, however, that the only practical way of arriving at anything like a conclusion upon any one subject is to take that one subject and deal with it alone. My object in preparing the paper which I laid before you was to present to the conference the different subjects that suggested themselves to me ; but I never supposed for a moment that it included all.

Sir ADOLPHE CARON.—I did not make myself quite understood. I did not at all suggest—and I think it would be a very inconvenient way of proceeding—that there should be a general discussion on this matter referred to in that address. My object in proposing to have it printed was that each of these different subjects could be taken up separately of course. Whenever a day is fixed for any one of the subjects to be taken up. The document in question will serve as a kind of index to the discussion. We can take up the subjects one by one.

Hon. Mr. THYNNE.—The paper which you have read brings forward to be dealt with by us the several subjects as stated by you, and we can deal with that subject as a whole on the day fixed for it.

Hon. Mr. FORREST.—I think the address contains almost every subject which will come before us.

Mr. LEE SMITH.—I understand Mr. Fitzgerald has put a definite motion before the meeting.

Hon. Mr. FRASER.—It was a suggestion.

Hon. Mr. FITZGERALD.—I did not in any way wish the conference to understand that it would not be facilitating business to adopt the suggestion of my friend Mr. Playford. I merely asked if it was the wish of conference that we should invert as it were or alter the order of procedure in the Chairman's paper, or whether we should take this particular subject for the reasons I briefly stated before. I quite agree that a resolution should be submitted in order formally to bring it before the meeting. Therefore, I am quite willing to adopt the suggestion.

Hon. Mr. FRASER.—There are only two matters we have to consider, the trade relations and the cable; and it is a very simple matter, indeed, to fix a day for the discussion of the question of the cable, because I imagine it will not be very convenient to take the cable forthwith. I understand my friend, Mr. Sandford Fleming, has to explain a good many matters; and it is just as well that we should be posted on these matters when the question comes up for discussion; and the suggestion which has been made that a day be fixed for the discussion of the matter of the cable, I think is a desirable one. I think, however, that we should not waste time at present.

Mr. LEE SMITH.—I understand Mr. Fitzgerald to suggest to the Conference the advisability of giving, at the earliest possible moment, the consideration to the matter of the cable for the reasons he pointed out. I think it desirable that members should have an opportunity of conferring with their governments. I would support Mr. Fitzgerald in that suggestion. I think it is the first thing we should take in hand, and I would like to see a definite resolution submitted to the conference, with a view of seeing whether the majority of the members of the conference are in sympathy with Mr. Fitzgerald's motion.

The PRESIDENT.—There can be no possible objection to that. I simply prepared the paper as the matters suggested themselves to my mind. We might commence with the last first, as far as that paper is concerned. It is only a suggestion thrown out of the different subjects to which I thought the attention of conference should be drawn. If it is the wish of conference, you might put in a motion that the question on the cable be fixed for Monday next; and by that time I trust our Finance Minister will be with us.

Hon. Mr. SUTTOR.—Will Mr. Fleming move the resolution?

The PRESIDENT.—No, I did not state that. Mr. Fleming is here to give all the information possible on that subject. We will take any motion any member wishes to make. Mr. Fleming will make no resolution because he is not in a position to pledge any government, but I shall call upon him to open the discussion upon the subject when it is decided to consider it.

Hon. Mr. FITZGERALD.—We should consider the importance of this subject, and we should like the discussion to originate with the great colony of New South Wales,

## Colonial Conference.

We think it adds to the importance of the subject. It is simply formal to place the matter as a motion on the paper of this conference. Mr. Fleming could then give us his views, which will enlighten us much, and then the matter can be opened up.

Hon. Mr. SUTTOR.—You wish me to move it?

Hon. Mr. FITZGERALD.—Yes.

### THE PACIFIC CABLE.

Hon. Mr. SUTTOR.—I have no objection to that. I beg to give notice that I will on Monday next move:

“That, in the opinion of this conference, immediate steps should be taken to provide telegraphic communication by cable, under sole British control, between the Dominion of Canada and Australasia.”

The PRESIDENT.—Would it not be well to give it a wider significance? That motion would not include the Cape.

Mr. LEE SMITH.—I should like to see the words “Australia and New Zealand” in the resolution.

The PRESIDENT.—“Australasia” is the word used; that includes New Zealand. It is suggested that the words “The Cape” should be included in the resolution.

Hon. Mr. SUTTOR.—My idea is it should be to the Australasian Colonies. I do not see how you can bring in the Cape.

Mr. LEE SMITH.—I should like my colony included. People mix up the two places.

Hon. Mr. SUTTOR.—I do not think at this early stage we should determine on any route.

Sir HENRY DE VILLIERS.—The gentleman places it in the form in which he thinks it ought to be, and when we come to consider it, any of us can propose any amendments which we think advisable.

The PRESIDENT.—Mr. Lee Smith could move an amendment.

Mr. LEE SMITH.—I intend to do that.

Hon. Mr. SUTTOR.—I will put the motion in that way, and any member can move any amendment he desires.

The PRESIDENT.—Does not this meet all your wishes as it is? Have you not cable communication between New Zealand and Australia now?

Mr. LEE SMITH.—Yes, we have.

The PRESIDENT.—If you have communication between Canada and Sydney you have a complete line.

Mr. LEE SMITH.—But there is a very great probability that outside our own immediate circle of the colonies it may be considered that New Zealand is not in the scheme at all—those especially who do not read the proceedings of this conference; and those people who are not familiar with the geographical position of the Australian Colonies will mix up the thing, and New Zealand will not be regarded as having been a party to this arrangement. I must press this point at the proper time if Mr. Suttor will not accept my suggestion now.

The PRESIDENT.—If Mr. Suttor presses his motion you will have an opportunity to move an amendment.

Mr. LEE SMITH.—I will do it at the proper time.

The PRESIDENT.—Mr. Smith could give another notice of motion if he wishes. Mr. Fleming has just suggested to me that it would be well to follow the

course pursued at the Colonial Conference in 1887, where the proceedings of each day were printed after the conference rose and laid on the table next day. That is exclusively confidential. Then at the close of the conference one or two would look over the proceedings and allow nothing to go into the record except that which we desire to be made public, but the discussions can take place freely and be fully reported and printed at night and handed in the next morning.

Mr. LEE SMITH.—I give notice that on Monday next I will move an amendment to Mr. Suttor's motion to the effect that the word "Australasia" be struck out and the words "Australia and New Zealand" inserted in the place thereof.

Sir HENRY WRIXON.—I give notice that to-morrow I will move that provision should be made by imperial legislation, enabling the dependencies of the Empire to enter into agreements of commercial reciprocity with Great Britain or with one another, without foreign nations being entitled to share therein.

#### MODE OF VOTING.

Hon. Mr. SUTTOR.—I think before we proceed to business there should be some arrangement as to the mode of voting. Some of the colonies are represented by one delegate, some by two, and some by three. I suppose the voting should be by colonies, but the matter should be placed beyond doubt. I think where a colony is represented by three delegates, they are only entitled to the same vote as a colony represented by one.

Hon. Mr. FRASER.—There is no other intention.

Hon. Mr. SUTTOR.—It is only a formal matter, but should be settled beyond a shadow of doubt as to the intention that we should vote in colonies rather than in person. Before we come to a vote we should put on record some determination to that effect.

The PRESIDENT.—Then you had better make a motion.

Hon. Mr. SUTTOR.—I am quite satisfied if the President gives the decision.

Hon. Mr. FITZGERALD.—Is that settled?

Mr. LEE SMITH.—I shall be quite satisfied.

The PRESIDENT.—It is understood that in the voting hereafter, it be by colonies.

Several REPRESENTATIVES.—Yes.

Hon. Mr. SUTTOR.—I beg to move "That in all divisions in this conference the voting shall be by colonies."

Mr. LEE SMITH.—I second that.

The motion was agreed to.

#### ADMISSION TO THE CONFERENCE.

The Earl of JERSEY.—I would like to ask the delegates if there would be any objection, when we are discussing points of detail, which we shall do shortly, to permit Mr. Mercer of the Colonial Office, to be here for the purpose of giving information? He is very well up in all these subjects.

The PRESIDENT.—Do you mean to have him in the outer room for consultation, or merely to listen?

The Earl of JERSEY.—I mean inside to listen, because he might be able to furnish information at once.

## Colonial Conference.

Mr. LEE SMITH.—I think it is all right so far as the Imperial Government is concerned, but I do not think it should be extended to any one else.

The PRESIDENT.—If you extended it beyond that you would have to let each of the secretaries in.

Sir ADOLPHE CARON.—I think it may be open to objection to let them all in, but as far as Mr. Mercer is concerned, it may be very much more convenient to have him here when questions are under discussion. I would not think it advisable to allow other secretaries to be present.

The PRESIDENT.—I will read the despatch to the Canadian government *re* the appointment of the Earl of Jersey, since it refers to Mr. Mercer. (Despatch given in appendix "A" read.) I think under these circumstances there will be no objection to Lord Jersey's suggestion. Mr. Mercer is an Imperial official.

### RELATIONS WITH THE PRESS.

Hon. Mr. PLAYFORD.—I think it should be distinctly understood among us, what information is to be given to the press, because they will be bothering us, and I think the most satisfactory way is that the chairman should give such information to the press as he thinks they ought to receive, and no other member to say anything. When they are asked they simply refer the press to the chairman.

This suggestion was agreed to.

### HOURS OF SITTING.

Mr. LEE SMITH.—Would not it be advisable to determine what hours we sit each day?

The PRESIDENT.—The suggestion made by Mr. Lee Smith is a good one, to decide what time in the morning we should come, what time we should rise for lunch, and how late in the day we should sit.

After a short discussion it was arranged that conference should meet in the morning at 10.30, rise at 1 p.m. for lunch, resume at 2.30 and sit till 4.30.

### THE QUESTION OF COPYRIGHT.

The PRESIDENT.—I intimated that I would lay before conference the correspondence of Sir John Thompson on the question of copyright, and also a letter written by him while at the Westminster Palace Hotel, London, in 1890. You will find them historical, and treatises upon the whole subject. Whether it affects the other colonies as it does us I am not prepared to say. Referring to the way it affects us here, I may add that as the law now stands it has closed every publishing establishment we had in Canada. We formerly had large publishing establishments, Lovell's, in Montreal, Hunter, Rose & Co., in Toronto, and a number of others. They have all been closed. In fact, under the law as it exists in the United States and Canada, we cannot publish a book here. Formerly, the effect of the copyright law was this: We imposed 15 per cent duty for revenue purposes upon all books, with certain exceptions, and on all English copyrights we imposed an additional duty of 12½ per cent, which 12½ per cent was remitted to the Colonial Office, to be distributed among the copyright-holders, or owners of the books in England, quarterly. Collectors of Customs along the line were instructed to seize all copyright books unless properly

entered, as contraband goods. Even by this system copyright owners were not properly protected, because books were entered in newspaper and pamphlet form, and in other ways, our suggestion has been to allow the treatment of them here the same as they are dealt with in the United States, and impose an excise duty for the publisher, make it punishable if he issued an English copyright book without being stamped with the Inland Revenue stamp, the proceeds from the sale of these stamps to go to the copyright owners. My opinion is that it would be better protection for the author, and at the same time enable us to do a large amount of publishing work. Our lately revised tariff provides that after the 1st of July next we shall collect no additional duty on copyright books. We have been made the servants of all the copyright owners in the past, while our own law is sufficiently stringent to prevent importation altogether; if an author in London sold his copyright to a publisher in Canada, that publisher would have the exclusive right to issue in Canada; all importation from foreign countries would be contraband, and seized the same as other smuggled goods. We seized over 10,000 copies of one work. Books came in by tens of thousands in the Seaside Library form, stereotyped, printed on very light paper, and sold for 25 cents. Well, a man reads a work of that kind, and that is all he cares about it. It is an important subject as far as the publishing interest is concerned. It may not affect Australia so much, because it has not 3,000 miles of a border to protect as Canada has.

The EARL OF JERSEY.—The subject has been discussed in England and there is a committee sitting on it now.

The PRESIDENT.—Under the circumstances, to which Lord Jersey has referred, it may not be necessary for this conference to consider the question of the copyright law, but wait the result of the finding of that committee.

#### PUBLICATION OF THE PROCEEDINGS.

The PRESIDENT.—The official reporters will furnish a copy of the discussion each day. It will be printed; and then after you have read your speeches, if there is anything you would like to go on the official record, so amend it and correct it, and hand to the Secretary. I notice that Sir Henry Holland, who was secretary of the last Colonial Conference, reserved to himself the right to say what should be published and what should not, and after he had examined critically the speeches they were given to the printer. Anything he considered of a private character which the world should not know was eliminated. I have told the official reporter to send to you as soon as in type the proof sheets of the remarks that you have made, when you can make such corrections as you deem necessary for the official record.

#### THE APPOINTMENT OF SECRETARIES.

Hon. Mr. FITZGERALD.—No formal motion has been offered to the chair for the appointment of a secretary. I think it is always done.

Sir CHARLES MILLS.—No. I do not remember any motion in the other conference.

The PRESIDENT.—I notice in the original despatch, dated 25th November, 1886, Hon. Mr. Stanhope, who was then Colonial Secretary, told the colonial governments he would take the chair as a matter of course; and when they met Sir Henry Holland followed that rule and took the chair. He brought his secretary to act as secretary of



## Colonial Conference.

the conference. I have pursued the same course by asking my private secretary, Mr. Payne and Sir John Thompson's private secretary, Mr. Stewart, to act. Mr. Stewart and Mr. Payne will be joint secretaries of the conference.

### ELECTION OF VICE PRESIDENT.

It was resolved that in the absence of Hon. MACKENZIE BOWELL, Sir ADOLPHE CARON should preside.

The conference adjourned at 1.10 p.m. to meet to-morrow at 10.30 a.m.

DOUGLAS STEWART,  
J. LAMBERT PAYNE,  
*Joint Secretaries of the Conference.*



# Colonial Conference.

OFFICE OF THE MINISTER OF TRADE AND COMMERCE,  
OTTAWA, June 30th, 1894.

The conference resumed at 10.30 a.m.

Owing to the absence of the Hon. MACKENZIE BOWELL, who had to leave the city on private business, Sir ADOLPHE CARON, Vice-President, presided.

## DELEGATES PRESENT :

The Imperial Government— { THE RIGHT HON. THE EARL OF JERSEY,  
P.C., G.C.M.G.

Canada—HON. SIR ADOLPHE CARON, P.C., K.C.M.G.  
HON. GEORGE E. FOSTER, P.C., LL.D.  
SANDFORD FLEMING, Esq., C.M.G.

New South Wales—HON. F. B. SUTTOR, M.L.A.,

Tasmania—HON. NICHOLAS FITZGERALD.

Cape Colony—SIR HENRY DEVILLIERS, K.C.M.G.  
SIR CHARLES MILLS, K.C.M.G., C.B.

South Australia—HON. THOMAS PLAYFORD.

New Zealand—A. LEE SMITH, Esq.

Victoria—SIR HENRY WRIXON, K.C.M.G., Q.C.  
HON. NICHOLAS FITZGERALD, M.L.C.  
HON. SIMON FRASER, M.L.C.

Queensland—HON. A. J. THYNNE, M.L.C.  
HON. WILLIAM FORREST, M.L.C.

## HER MAJESTY'S ACKNOWLEDGMENT.

Sir ADOLPHE CARON.—I would like to read to the conference a letter which was addressed to our chairman, Mr. Bowell, by Capt. Urquhart, A.D.C., transmitting to him an answer by telegram from Her Majesty to the address which was passed at the conference the other day :

“ DEAR MR. BOWELL,—His Excellency directs me to send you the inclosed copy of a telegram which he has just received in reply to a telegram he sent yesterday to Her Majesty on the subject of the address which you asked to have sent on the occasion of the first meeting of the conference. His Excellency is sure that you and the other members of the conference will agree with him that the gracious reply is very gratifying.”

The cable reads :—

“ WINDSOR CASTLE,—

“ My sincere thanks for your kind congratulation.”

## GOOD WISHES FROM EDINBURGH.

Sir ADOLPHE CARON.—I would like also to read a telegram which has just been received from Edinburgh.

“ EDINBURGH, 26th June 1894.

“ President Colonial Conference,  
Ottawa.

“ Edinburgh Imperial Federationists express satisfaction at meeting of conference. Hope great question naval defence, will also be considered and imperial unity consolidated.”

(Sgd) SIMPSON.

## CANADIAN POSTAL SYSTEM.

SIR ADOLPHE CARON.—At our last meeting I mentioned to you that I had prepared a short paper on the Post Office Department, over which I preside, and had it printed. I thought it would save time and it would be more convenient for the members to lay a copy of it before them. If you will allow me, I will distribute it. The paper was as follows :—

## POST OFFICE DEPARTMENT, CANADA.

## ORGANIZATION.

The Post Office Department of Canada is under the control of a Postmaster General who is a Member of the Privy Council and may be a member either of the Senate or House of Commons. The Postmaster General is assisted in the general management of the business of the department by a deputy postmaster general.

The post office service is divided into two divisions—the inside service and the outside service. The inside service comprises the staff at headquarters where the business is distributed amongst the following branches :—

The secretary's branch has charge of the general correspondence with the public, with foreign post offices and with the offices of the outside service. The secretary has charge of the establishment of new post offices, of all appointments and promotions in the staff of both the inside and outside service and of the appointments of all postmasters ; he has custody of the bonds given by all postmasters for due fulfilment of office. He has also charge of the inquiries respecting missing letters.

The accountant keeps all books of account and is responsible to the Postmaster General for the prompt collection of post office revenue, and for the examination of all vouchers for expenditure and for the payment of all accounts.

The superintendent of the money order office has the supervision of all duties connected with the issue and payment of money orders, and conducts the correspondence, connected therewith.

The savings bank business is under the charge of a superintendent, to whom is delegated the charge of all matter connected with the receipt and withdrawal of savings bank deposits.

There is also a separate branch called the dead letter office under charge of a superintendent for the receipt and disposal of all un-delivered correspondence, including parcels and everything transmissible by post.

Another branch of the department is the printing and supply branch, the superintendent of which has the sole charge of the ordering, receipt, custody and distribution of the printed forms, stationery, mail bags, locks, stamps and all other stores used in the post office service.

The charge of the mail service including letting, execution and general supervision of mail contracts and the correspondence connected therewith, is also confided to a superintendent, and forms a separate branch.

The remaining branch is the stamp branch, the superintendent of which has charge of the ordering, receipt and issue of all postage stamps, cards, wrappers, bands and stamped envelopes.

## OUTSIDE SERVICE.

To ensure a proper supervision over the working of the department in its relation with the public, the Dominion is divided into fifteen divisions or districts, each of which is in charge of a post office inspector who superintends the performance of the ordinary mail service and of the railway mail service, establishes post offices, carries on inquiries respecting missing letters, investigates complaints, and does all those things which have of necessity to be done by local officers.

## Colonial Conference.

A certain number of the more important offices such as Montreal, Toronto and Ottawa are included in what is technically known as the outside office service of the post office—the postmasters and clerks are appointed by the Governor General in Council and are paid fixed salaries, come under the provisions of the Superannuation Act, and together with the post office inspectors and their clerks and the railway mail clerks, comprise the outside service of the post office. Postmasters generally are not included in what is known as the civil service.

NUMBER of permanent and extra Employees on the staff of the Outside Service of the Post Office Department.

### POSTAL DIVISIONS.

Rank or Class.	Perman-ently employed.	Tempor-arily employed.	Total.
Chief post office inspector.....	1		1
Post office inspectors.....	14		14
Assistant post office inspectors.....	19		19
First class clerks.....	8		8
Second class clerks.....	32		32
Third class clerks.....	42	16	58
Messengers.....	12	2	14
Chief railway and mail clerks.....	9		9
British mail clerks.....	2		2
First class railway mail clerks.....	67		67
Second class railway mail clerks.....	151		151
Third class railway mail clerks.....	150	29	179
Mail transfer agents.....	11	2	13
Total.....	518	49	567

NUMBER of permanent and extra Employees on the staff of the Outside Service of the Post Office Department—*Continued.*

### CITY POST OFFICES.

Rank or Class.	Perman-ently employed.	Tempor-arily employed.	Total.
Postmasters.....	16		16
Assistant postmasters.....	14		14
First class clerks.....	26		26
Second class clerks.....	80		80
Third class clerks.....	347	60	407
Letter carriers.....	461	59	520
Messengers and porters.....	32	28	60
Total.....	976	147	1,123
Total Postal Divisions.....	518	49	567
Total City Post Offices.....	976	147	1,123
Total.....	1,494	196	1,690

NUMBER of permanent and extra Employees on the staff of the Inside Service, of the  
Post Office Department.

Rank or Class.	Perman- ently employed.	Tempor- arily employed.	Total.
Deputy head .....	1	.....	1
Chief clerk .....	8	.....	3
First class clerks .....	11	.....	11
Second class clerks .....	40	.....	40
Third class clerks .....	121	24	145
Messengers .....	6	3	9
Packers .....	25	19	44
Copyists .....	.....	14	14
Total .....	212	60	272

### HISTORY.

Upon the confederation of the provinces in 1867, an Act known as the "Post Office Act, 1867," was passed by the Parliament of the Dominion. This Act took effect from the 1st of April, 1868, and from that date an uniform system of post office organization was established throughout the provinces of the new Dominion. The domestic rate of postage was reduced from five cents to three cents per half ounce, the rate to the United States was reduced from ten cents to six cents the half ounce and reductions were also made in the rates of postage upon newspapers, periodicals and other miscellaneous matter.

On 1st January, 1869, there were 3,638 post offices in the Dominion. The revenue of the department was \$1,024,701.

The money order business having been in operation for several years before the confederation of the provinces, this branch of the post office service was continued with such changes in detail as were necessary to secure uniformity throughout the Dominion.

An Act authorizing the establishment of a post office savings bank was passed in December, 1867, and on 1st of April, 1868, eighty-one of the principal post offices in Ontario and Quebec commenced to receive deposits on savings bank account. As there were already in existence in the provinces of Nova Scotia, and New Brunswick, Government Savings Banks, it was not thought expedient to extend the post office system to those provinces until some experience had been had of its working in Ontario and Quebec.

On 1st January, 1870, the rate of postage upon letters from Canada to the United Kingdom was reduced from 12½ cents the half ounce to six cents per half ounce.

When the post offices of the several provinces of the Dominion came under a central administration at Ottawa in July, 1867, it was found that there was great diversity of practice in the mode in which postmasters were compensated for their services, some being paid by a regular fixed salary, some by commission on the business of their offices, and some partly by commission and partly by salary.

A general scale of compensation was therefore adopted—a minimum salary of \$10 a year to all small offices where the business did not warrant a higher payment and in all other cases a salary equal to 40 per cent on all postal business up to \$800 a year, and 25 per cent on all business over that amount, and a special allowance in addition where the work had to be done during the night, and for forwarding or distributing mails for other offices. This change took effect from the 1st of January, 1870—salaries to be revised every two years.

Regular mail communication was first opened with Fort Garry (now Winnipeg) in 1870, the mails being sent by Chicago, St. Paul and Pembina.

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In 1871 arrangements were made for mail service to British Columbia, the mails were made up at Windsor, Ontario, and sent to San Francisco, whence they were conveyed by sea to Victoria.

The inclusion of the provinces of Manitoba and British Columbia necessarily involved the department in heavy expenditure to maintain communication with the older provinces throughout the vast extent of country lying between the great lakes of Ontario and the Pacific Ocean; one of the first routes established was from Winnipeg, then known as "Fort Garry" to Pembina at a cost of three thousand (\$3,000) a year, another was from New Westminster to Barkerville, in British Columbia, 486 miles, at an annual cost of sixteen thousand dollars (\$16,000).

Post cards were first issued to the public in June, 1871, the convenience thus afforded was rapidly availed of, and nearly one million and a half were issued between June, 1871, and January, 1872.

In 1872 the rate of postage upon letters sent from Canada to Newfoundland was reduced from 12½ cents to six cents per half ounce, and the rates of postage upon other matter made the same as within the Dominion.

The organization of the Postal Service in Manitoba and British Columbia having been completed, the postal business of those provinces appears for the first time in the Report for 1872.

From 1st of July, 1873, all payments for salaries and other disbursements on account of the city post offices were made from a special appropriation by Parliament, instead of being paid out of postages collected at the several offices as had hitherto been the practice,—

The amount collected for postage being from the above date paid in to the credit of the Receiver General.

In 1873 an arrangement was made for an exchange of Money Orders between Canada and British India and in this year the Money Order System was also extended to Manitoba.

Prince Edward Island entered the Dominion in July, 1873, and arrangements were at once made for bringing the postal system of that island into harmony with the rest of the Dominion.

The system of free delivery by letter-carriers of letters and newspapers was commenced in 1874 in Montreal and in Toronto, and preparations were made for extending the system to such of the other cities as might by extent of postal business seem to be entitled to such additional accommodation; street letter boxes for the reception of letters were also introduced in the larger cities and towns, and persons to be called stamp-vendors were authorized to sell postage-stamps to the public. Up to this time postage-stamps could only be obtained from postmasters.

In 1874 an important change was made in the treatment of dead letters; heretofore such letters only as appeared to be of value or importance had been returned to the writers; but it was decided that owing to the unsatisfactory character of the discrimination which a cursory examination of the letters rendered possible, the system should be changed and all such letters should in future be returned to the writers.

In October, 1874, a treaty for the formation of a general postal union, and the adoption of uniform postage rates and regulations for international correspondence, was arranged and signed at Berne, in Switzerland, by representatives of the principal nations of the world, including the United States.

This treaty did not include the British possessions beyond the sea; but Canada with the concurrence of the British Government at once applied for admission as a member. Meanwhile the letter rate of postage between Canada and the United Kingdom was, by an arrangement with the Imperial Post Office, reduced to the international rate of 2½d. sterling, or five cents, the half ounce.

The Canada Official Postal Guide was first published in 1874.

Post bands were first issued in 1873.

In February, 1875, a postal convention was made between Canada and the United States for the reduction of postal charges and general simplification and the improvement of the postal intercourse between the two countries.

Under this convention an arrangement was made by which each country gave conveyance over its mail routes to the closed domestic mails of the other free of charge when passing in transit through its territory; and letters, newspapers and other ordinary mail matter, posted and pre-paid in either country the ordinary domestic rates of that country were to be delivered at destination in the other without further charge for postage.

A further convention was made in June, 1875, to take effect from the 2nd of August, 1875, for a direct exchange of money orders between the United States and Canada.

In April, 1875, an Act to amend and consolidate the Statute Law for the regulation of the postal service was passed, to come into force on the 1st of October, 1875.

By this Act changes of much importance were made in the postal system of Canada, chiefly in the adoption of the principle of compulsory prepayment of the postage upon all letters, newspapers and other mailable matter passing within the Dominion, and in the reduction of the rates on newspapers, periodicals and miscellaneous matter.

The new rates of postage were: letters three cents per half ounce, drop-letters one cent per half ounce, post cards one cent each, newspapers and periodicals from the office of publication to regular subscribers one cent per pound bulk weight, transient papers and books, one cent per four ounces; parcels,  $12\frac{1}{2}$  cents per eight ounces. Request letters—that is letters having printed thereon the name and address of the sender with the request that such letters if not delivered within a certain time specified thereon might be returned direct to the writer without passing through the Dead Letter Office, were first recognized by the Department in November, 1875.

The free delivery of letters by letter-carrier was extended to the cities of Quebec, Ottawa, Hamilton, St. John and Halifax, in 1875.

In July, 1876, the opening of the Intercolonial Railway afforded means of communication by rail between the western and the Maritime Provinces, by which a great acceleration in the transmission of mails to and from the western provinces and Halifax and St. John was effected.

The opening of this railway also enabled the post office department to make an arrangement for embarking and landing the mails for and from Europe by the Canadian line of mail steamers, at Rimouski, a point on the Intercolonial railway, 191 miles east of Quebec, by which a very considerable saving of time in the transmission of these mails to the principal cities in the Dominion was effected. During the winter the mails were landed at Halifax instead of being carried on to Portland, Maine.

The establishment in November, 1876, of a mail service between Winnipeg and Edmonton, a distance of nine hundred miles, left but little more to be done to complete the service from Halifax to Vancouver.

The postage on letters to Newfoundland was reduced to five cents per half ounce and the registration fee on each registered letter passing between the United Kingdom and Canada was reduced from eight cents to five cents.

In January, 1877, an arrangement was made with the general post office of the German Empire for a regular direct exchange of correspondence, and the rate of postage upon letters was reduced to five cents the half ounce; reductions were also made in the postage upon other classes of correspondence.

By the convention of Paris, dated 1st June, 1878, Canada was admitted to be a member of the general postal union from the 1st of July, 1878, and in consequence the rate of letter postage between Canada and all Europe became one uniform charge of five cents per half ounce.

Newspapers, printed matter and samples and patterns of merchandise, became subject also to uniform postage rates and regulations for all destinations in Europe.

The existing postal arrangements between the United States and Canada were by mutual agreement allowed to remain undisturbed by the entry of Canada into the union.

The postal agreement between the post office of the German Empire and Canada expired, however, as provided by the agreement.

In June, 1880, an amended convention was made between the post office department of the United States and the post office department of Canada for the purpose of



## Colonial Conference.

making certain alterations in the system under which money orders were exchanged between the United States and Canada. Under this convention the maximum amount of each money order was fixed at fifty dollars with power to increase the amount to one hundred dollars by mutual agreement between the two post office departments. The maximum amount of a money order had previously been forty dollars.

The rate of commission was fixed at ten cents for any sum not exceeding ten dollars and ten cents additional for every ten dollars or fraction thereof.

In 1881 an agreement was entered into for the establishment of direct steam communication between Canada, the West Indies and Brazil, the first steamer of the line, the "Comte d'Eu," arrived at Halifax from Rio de Janeiro, on the 31st of December, 1881, with mails from Rio de Janeiro, Bahia, Pernambuco, Para and St. Thomas, West Indies, and sailed from Halifax on the return voyage on the 11th of January, 1882.

On the 17th May, 1882, an Act was passed which came into force on the 1st of June, 1882, by which (under certain conditions as to form and manner of posting) newspapers and periodicals printed and published in Canada and mailed by the publisher in the post office at the place where they are published, and addressed to regular subscribers or newsdealers in Canada, resident elsewhere than in the place of publication were transmitted by mail to their respective addresses free of postage.

On the 1st of July, 1882, the charge for commission on the issue of money orders in Canada payable in the United Kingdom was reduced to the same scale as that agreed upon with the United States in the amended money order convention of 1880.

A convention for the exchange of money orders between France and Canada was signed by the Earl Granville, Secretary of State for Foreign Affairs, and Mr. Waddington, Ambassador of France to the Court of St. James, on 20th of June, 1884, and went into operation on the 1st of November following.

During the years, 1883 and 1884 special money order conventions were made between the post offices of the German Empire, Italy, Switzerland and Belgium and Canada, and arrangements were made by which Canada could exchange money orders with Germany, Italy, Belgium, Switzerland, Austria, Sweden, Norway, Denmark, the Netherlands, Barbados, and Jamaica, Victoria (Australia) Tasmania and New Zealand and generally with all British possessions and foreign countries with which the British post office had money order arrangements.

On 1st of January, 1885, a post office and money order office was established for the convenience of the large number of men engaged in connection with the construction of the Canadian Pacific Railway, the post office and home of the postmaster being in a railway car which had been fitted up as well as circumstances would permit for that purpose. As the laying of the track progressed the car moved westward until the section of the road coming eastward was met, when the necessity for the office having ceased, the "end-of-track" post office became a thing of the past. To give an idea of the convenience afforded by this office, it may be stated that during the ten months in which it was in existence, money orders to the value of \$65,304.00 were issued there.

On the 1st of November, 1885, the main line of the Canadian Pacific Railway was completed to Winnipeg, and a mail service by railway, with postal car and mail clerks in charge, was commenced from Montreal and Ottawa to Winnipeg, the trip being made in about sixty-six hours—the distance 1,430 miles.

On Monday, 29th of June, 1886, the first through line left Montreal for the Pacific and reached Port Moody, the then western terminus of the Canadian Pacific Railway, on the 4th of July. This train carried a post office car in the special charge of the chief Post Office Inspector, Mr. John Dewe, under whose supervision the arrangements which had already been made for daily postal car service over the whole line of 2,892 miles went into operation.

The Canadian Pacific Railway thus in connection with the railways already in existence in Quebec and the Maritime Provinces afforded a continuous daily line of mail service by postal car over Canadian territory from the Atlantic to the Pacific, a distance of 3,740 miles.

In August, 1885, an arrangement was made with the Imperial Post Office for the transmission of closed parcels by mail between the two countries, no single parcel to exceed three pounds in weight.

On the 1st of September, 1885, the Post Office Savings Bank system which had for several years been in operation in the provinces of Ontario and Quebec was extended to Nova Scotia and New Brunswick.

The completion of the Canadian Pacific Railway to the Pacific Ocean enabled the Canadian post offices to send mails direct to China and Japan by vessels sailing to and from Vancouver.

An amended postal convention for the purpose of making better postal arrangements between the United States and the Dominion of Canada was signed in January, 1888. One of the chief provisions was the admission to the mails of a variety of miscellaneous articles so put up as to be liable to inspection, at a rate of postage of one cent per ounce, an arrangement which afforded great convenience to the people of both countries.

The above was amended by a further convention signed on the 25th of April, 1888, establishing a uniform rate of one cent per ounce upon all merchandise, and a rate of one cent for two ounces upon all books, pamphlets, circulars and all printed matter generally.

On the retirement from office, after a service of forty-eight years, of Mr. H. A. Wicksteed, the accountant of the department, the several accounting branches of the department were placed under the control of one officer who was called the Financial Comptroller, but the change was not found to meet the expectations which had been formed of its utility, and on the death of Mr. J. Cunningham Stewart, who had been appointed to the office, the position was not and has not since been filled.

The 1st of July, 1888, was marked by the retirement of Mr. W. H. Griffin, Deputy Postmaster General, after a service of fifty-seven years; he had been the permanent head of the post office of Upper and Lower Canada from the time when the control of the department was handed over to the provincial authorities in 1851, until confederation, and Deputy Postmaster General of the Dominion, from that time until his retirement. He was succeeded by the present Deputy Postmaster General, Lieutenant-Colonel William White, who had been secretary of the department since 1861.

In June, 1889, a convention was signed with Japan for a direct exchange of money orders between Japan and Canada, the conditions being similar to those in the conventions already made with other countries.

By the Post Office Act of 1889, the limit of weight of a single rate letter was increased from half an ounce to an ounce; the rate upon drop-letters was fixed at two cents the ounce. The charge for registration was also made uniform and fixed at five cents.

The mail service established between Canada, the West Indies and Brazil some years since did not answer the expectations formed of it, and was finally discontinued. In January, 1890, however, it was thought that as far as the West Indies at any rate, such a service might be re-established with advantage, and a service was therefore inaugurated between St. John, New Brunswick and Demerara, touching *en route* at some of the West India Islands.

Through the courtesy of the Imperial Post Office, an arrangement was made by which parcels could be received from or forwarded to (*via* England) all countries with which the United Kingdom has a parcel post.

A convention taking effect from 1st of October, 1890, was made with Japan for the establishment of a parcel post between the two countries, and a similar convention with Barbados taking effect from 1st of April, 1891.

On the 28th of April, 1891, there arrived at Vancouver the magnificent steamship "The Empress of India," the first vessel of the line which had been established by the Canadian Pacific Railway Company under the contract with the Imperial Post Office. The route taken by this line between Vancouver and China and Japan is 300 miles shorter than any other route from the American continent, and as the vessels of the line run at a high rate of speed, the time hitherto taken to reach China and Japan has been materially lessened.

A convention for a direct interchange of money orders between Canada and the Leeward Islands was concluded on 11th of February, 1892. Similar conventions were

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concluded between Canada and Bermuda on the 6th of December, 1892, and between Canada and British Guiana on the 7th of December, 1892. A convention was made with British Guiana for a direct exchange of parcels on the 7th of December, 1892.

Arrangements were also made for increasing the weight of parcels sent between Canada and the United Kingdom from seven pounds to eleven pounds and for a slight reduction in the charge upon all parcels exceeding one pound in weight.

The arrival at Vancouver on the 9th of June, 1893, of the "Miowera" which had sailed from Sydney on the 18th of May, marks an epoch in the history of the Canadian post office, which may well be the starting point from which a great future may develop, and whilst it is the last event to be reached in this short sketch of the growth of the Canadian post office since the confederation of the North American colonies; no event which has occurred is more pregnant with interest to the inhabitants of both Canada and Australia, or more likely to exercise an important influence upon that Empire to which we are all so proud to belong, because in connection with the fast service across the Atlantic, and the wonderful facilities afforded by the Canadian Pacific Railway for the transmission of mails and passengers between Vancouver and Halifax, it will make Canada the great highway to the Australian colonies and the islands of the Pacific, as it already is becoming to China and Japan.

A comparison of the transactions of the Canadian post offices for the year ended 30th of June 1868, with those for the year ended 30th of June, 1893, will show at a glance the enormous increase in the operations of the department during the quarter of a century which has elapsed since the confederation of the provinces.

For the year ended 30th June, 1868, the revenue was \$1,024,701.98.

For the year ended 30th June, 1893, the revenue amounted to \$3,696,062.36, an increase of \$2,671,360.38.

At the close of 1868, there were, in Canada, 3,638 post offices; on 30th of June, 1893, 8,477 post offices were in operation.

On the 30th of June, 1869, the total amount standing to the credit of depositors in the post office savings bank was \$856,814.26. On the 30th of June, 1893, the amount was \$24,153,193.66.

### CLASSIFICATION of Balances to the credit of Depositors on 30th June, 1893:—

	Number.	Amount of Balances.	Average Balance.
		\$ cts.	\$ cts.
Amounts of \$500 and under.....	99,657	10,312,558 76	103 47
do over \$500 and under \$1,000.....	9,200	6,421,018 96	697 94
do of \$1,000 and over.....	5,418	7,419,615 94	1,369 44
Total.....	114,275	24,153,193 66	211 36

The amount paid for mail service upon railways, in 1868 was \$196,247.94, in 1893 it was \$1,217,651.71.

ADOLPHE P. CARON,  
*Postmaster General.*

### INTERCOLONIAL RECIPROCITY.

Sir ADOLPHE CARON.—As to the work for the day, I think Sir Henry Wrixon gave notice that he would move:

“That provision should be made by imperial legislation enabling the dependencies of the Empire to enter into agreements of commercial reciprocity with Great Britain or with one another, without foreign nations being entitled to a share therein.”

Sir HENRY WRIXON.—Mr. Chairman and Gentlemen, I have very few remarks to make and do not intend to detain you long. The motion has been read by the Chair-

man and I only wish to say that there is a trifling amendment which has been suggested by Mr. Thynne in order to make it more plain, the adoption of which I now move; and when that amendment is inserted it would read:—"Enabling the dependencies of the Empire to enter into agreements of commercial reciprocity, including the power of making differential tariffs with Great Britain or with one another, without foreign nations being entitled to share therein." Now, I would wish to indicate briefly exactly what is included in my motion, for there are some matters cognate to this question which I have not included. The question arises in a manner that can be well illustrated by the case of Victoria, the colony which I represent. The case of the other Australian Colonies is the same, and also I think there is a similar condition with regard to some of the other dependencies of the Empire; but I will illustrate it by the case of Victoria. By our original Constitution Act, the Imperial Parliament gave us the power of levying customs duties, but added to that general power a restricting proviso that there should be no differential rates. So the law stood for a considerable time. In a few years the question was raised whether we in Australia should not be allowed to make commercial treaties between ourselves and support those treaties by differential rates. This view was submitted to the Imperial Government, and they, with the consideration with which they always treat their dependencies, at once agreed, and introduced a Bill in the year 1873 enabling the Australian Colonies to carry out that object and repealing the proviso in the original Constitution Act. Thus the law now stands that any of the Australian Colonies can enter into commercial treaties with one another, and can support those treaties by differential tariffs which, of course, are not open to the rest of the world to avail themselves of.

Hon. Mr. FOSTER.—Not to Great Britain?

Sir HENRY WRIXON.—I say the whole of the rest of the world outside the Australian Colonies. The act of 1873 was strictly limited to the Australian Colonies, and it recited that for the purpose of enabling them to enter into agreements of a commercial nature with one another the proviso restricting and prohibiting differential tariffs was repealed; and they are put in this position now that as regards Australia we can enter into any commercial agreements we like, and support those agreements by differential tariffs; but we cannot do that with regard to the mother country or with regard to any of the dependencies of the empire other than Australia. The simple object of my motion is to remove that proscription and to extend the power given by the Imperial Act of 1873 beyond the limits of the Australian Colonies, and to make it apply to the whole Empire; so that, for example, if any of the Australian Colonies wish to enter into, and were able to enter into a commercial treaty with Canada, we would be able to support that commercial treaty by levying differential rates. At present we cannot do it, and it is simply an extension of the power already given by the Imperial Parliament—from the Australian Colonies to the other dependencies of the Empire, and to Great Britain as well. That is a very narrow and simple purpose that I propose, and one to which I do not think any objection will be taken. I am sorry to say that we in Australasia have not availed ourselves of even the power we have to the extent I would wish; and I hope we may gain wisdom by going abroad, and the same power to enable us to enter into commercial arrangements with other dependencies of the Empire, such as Canada, will be of use to us at home as an example and instruction. I have said I do not think any difficulty will be felt about passing this motion as it is. We know that a much greater power has already

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been conceded to Canada, and to the Cape, and that they practically are enabled to conclude commercial treaties with foreign powers. That power has been conceded to Canada; it has been exercised more than once. It has been conceded to the Cape and has been exercised in the Cape. Of course it is done, as it ought to be done, through the Imperial Government, but still it is practically enabling the Dominion of Canada and the Cape to actually conclude commercial treaties with outside powers; and therefore when that large concession is made to Canada and the Cape, I have no doubt there will be no objection to the smaller concession I ask with regard to the Australian Colonies and those other dependencies which are in a similar position. Now, I say that is a perfectly simple matter, and I do not think there will be much difficulty about it; but I wish to say a word about two other matters which are cognate to this, because question may be raised not so much about what I have put in the motion as what I have left out. And I wish to point out clearly to the conference that I deliberately omitted two matters that might possibly be thought to come within the scope of this subject. The question has been raised as to whether there should not be a formal recognition of the right of a dependency of the Empire to enter into treaties themselves with foreign powers. That question was raised in Australia, I think this last year; at any rate, we expressed the opinion that the time had come when that power ought to be absolutely recognized—the power of dependencies to make commercial treaties for themselves. Well, all I can say is that I am not prepared to include that in my motion, and in my opinion it ought not to be formally recognized. I do not myself understand how it is consistent with the unity of the Empire which we all wish to promote. I do not see how it makes in that direction at all, if you were to formally recognize any authority on the part of a dependency to enter into arrangements for itself. I do not know that I have ever thoroughly understood the position which the Imperial Government takes with regard to the power which they have already allowed to Canada and the Cape, because we all know that nations can only know one another through the supreme head. Each nation is an entity as regards any other nation, and I have no knowledge of how you could recognize a part of an Empire making arrangements for itself. If you look at the thing in the last resort, supposing conflicts arose, or cause of war, the foreign power that had cause to complain of the breach of a commercial treaty must naturally look to the head of an Empire, and they could not be put off by telling them to look for satisfaction to the dependency. If any foreign power made an arrangement with the Cape, and had cause to complain, and wanted to enforce any proviso, they must go to the Empire of Great Britain; and, therefore, as far as I can understand it, I am quite against any attempt to recognize the right of a dependency of the Empire to act on its own behalf. Everything must be done through the head of the Empire when we are dealing with foreign nations. One nation is one individual, and it can only deal with other nations on that basis; therefore I deliberately excluded any reference in my motion to that subject, and I may only add that I think it is quite unnecessary to refer to it, because we can have no doubt that the Imperial Government will extend the same consideration to all the dependencies of the Empire that it has already extended to Canada and the Cape, if in any case any dependency of the Empire shows that it has good ground for entering into a commercial treaty outside. I have not the slightest doubt that the Imperial Government would do

that for other dependencies what it has already done for the premier dependency of Canada and the Cape.

HON. MR. FITZGERALD.—Do you wish it done by legislation?

SIR HENRY WRIXON.—No. I do not understand how it can be done, because I have no idea of a nation as anything else than one complete unity with regard to an outside nation, and I cannot understand a dependency of the Empire arranging with an outside power; and I presume where the Imperial Government has allowed Canada and the Cape to make arrangements, the Imperial Government itself has contracted and would be prepared to vindicate the conduct of the dependency in the last resort. I understand that when occasion desires the dependency informs the Imperial Government of its desire to enter into certain arrangements. The Imperial Government authorizes its Minister at the court of the power which is to be treated with, to carry on that negotiation, and then technically, it is the Empire which makes the treaty. In our country, some claimed more than this right. I repudiated any such position. I think, it is not consistent with the unity of the Empire, and I added to that a reason why it was unnecessary—namely, because the Imperial Government will do for us what they have done for Canada and the Cape, and will help us to make a treaty if we want to make a treaty with any foreign power. Therefore, I exclude any reference to that subject in this motion. Next, the members of the conference will be aware that in past times it has been the custom of the Imperial Government to enter into treaty obligations which bind, not only the whole country, but also the dependencies of the country. That has been the custom for many years past. There was the treaty with Belgium in 1862, and the Zollverein in 1865, which are striking instances of that; and other treaties also appear in some of the reports laid before the House of Commons. Now, there is no doubt if that system were persisted in, and continued, it would be highly injurious to the trading interest of the Empire, because it would mean that the whole of the internal trade of the Empire, was bound. It would always be bound by obligations to other countries under the most-favoured nation clause. I believe that the exports from Great Britain to these dependencies amount to about £100,000,000 sterling a year, and if this system were maintained nearly the whole of that vast trade must be subject, wherever treaties exist, with regard to other nations, to that favoured-nation clause. That would be injurious. But there is no use of our looking back to what has been a disadvantage in the past when that disadvantage is not there now. The Imperial Government has completely given up that system, and now when they enter into a customs treaty with a foreign power, they would also include a condition with regard to self-governing colonies, that they come into the treaty or not, just as they like. That is the invariable practice. On this important point, perhaps, I might read a letter from the Colonial Office. This question was raised in 1890, and on the 10th of December, 1890, Mr. John Bramston, representing the Colonial Office, wrote in these words to the Secretary of the Treaties Committee which was then sitting in London:

“SIR,—I am directed by Lord Knutsford, to transmit to you, to be laid before the Committee, copy of a letter from the High Commissioner for the Dominion of Canada and the Agents General in this country, expressing the opinion that the treaties with Belgium and Germany of 1862 and 1865, respectively, should, for the reasons therein stated, be terminated as soon as possible and that no commercial treaty should in future be binding on the colonies without their assent, but that every such treaty should contain a clause enabling the colonies to participate in its provision or not, as they may desire.”

That is the demand then made.

“I am, however, to state that a provision to this effect has been inserted in the more recent commercial treaties for many years past, so far as regards the Dominion of Canada, the colonies represented by the Agents General, and the colonies of Natal and Western Australia, and that it is not likely that it would in future ever be omitted from such treaties.”

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That is a complete reply to what we want. There is no use raising a grievance where there is no grievance, and my motion is strictly confined to the simple powers which have been conceded to Canada and the Cape and I shall be surprised if there is any difficulty in the proposition I have made and which I now beg to submit in the following motion—

“That provision should be made by Imperial legislation, enabling the dependencies of the Empire, to enter into agreements of commercial reciprocity including the power of making differential tariffs with Great Britain, or with one another, without foreign nations being entitled to share therein.”

Hon. Mr. SUTTON.—In seconding the resolution, said : It will not be necessary for me at great length to address the conference. The Act of 1873, giving us power to arrange differential duties between one colony and another, although it has been so long in existence has never been acted upon so far as I am aware in the Australian Colonies. Still that is no reason why we should not ask to have the greater advantages extended to us, as proposed by Sir Henry Wrixon in his motion. If the Imperial authorities thought it desirable in 1873 to give to the Australian Colonies that power—and that Act is still in existence—surely it is desirable that that power should be extended to other great colonies which form part of the British dominions. We may specially allude to Canada and the Cape of Good Hope, and it must be apparent to all that one of our first duties in coming here is to endeavour to bring about the freest possible commercial relations between the Australian Colonies and other colonies. If we succeed in inducing the Imperial authorities to comply with our request it will be a great step in that direction. I have been instructed by my government to make inquiries into the conditions under which Canada and the Cape were permitted to enter into treaties with foreign powers. Unfortunately, before I left New South Wales, I could not find any papers on that subject, and I am sorry to say I am here not very well informed. We find there are no such conditions in the constitution of Canada or of the Cape of Good Hope, but apparently their treaties have been arranged in the way that this conference desires. If one of these two colonies desires a treaty with a foreign power, it makes an appeal to the Imperial authorities who really act for the colony, the treaty being in fact, a treaty between the Imperial Government and the colony interested. I think Sir Henry has wisely excluded such a proposal as that from his motion, and if he does not intend to move in that direction later on, in a distinct motion, I think perhaps he will permit me to ask the conference to appeal to the imperial authorities to assist us in the same direction they have assisted Canada and the Cape of Good Hope. Undoubtedly some of the leading men in the Australian Colonies have claimed that they should have the power of making treaties direct with a foreign nation. But I do not think that the great body of our public men in Australia would agree to such a proposition as that, because we all feel that so long as we belong to Great Britain we must make all our appeals to a foreign power through the proper authorities, and those authorities are the Home government. I cannot for a moment think that any of the great colonies would make any demand at any time to the imperial authorities, which would be thought by them to be unreasonable or unjust. I have very much pleasure, sir, in seconding the proposition made by Sir Henry Wrixon. I trust the matter will be settled to-day.

Sir HENRY DE VILLIERS.—I think I ought to remove a few misconceptions which appear in the speeches of both the mover and the seconder of this resolution. It seems to me that they are under the impression that the Cape has the full power of negotia-

ting treaties with other colonies and other states. In that respect there is no such power. The right is limited to this :—It must be a customs union with another state or colony in South Africa, and the second restriction is, that it shall apply only to goods imported overland, and not to goods imported over the sea. These are two restrictions which have been imposed and which have never yet been removed.

Hon. Mr. FOSTER.—It is entirely internal.

Sir HENRY DE VILLIERS.—It is entirely internal. It is not for goods over the sea, only for goods imported overland. There is another slight misconception in regard to what has been done. A commissioner was sent from the Cape of Good Hope to the Orange Free State to negotiate the terms of the treaty for a customs union. At present there is a customs union in force between the Cape of Good Hope and the Orange Free State.

Sir HENRY WRIXON.—Is that under an Imperial Act?

Sir HENRY DE VILLIERS.—It is a Colonial Act.

Sir CHARLES MILLS.—A bill came as usual from the Cape for the assent of Her Majesty. It was a bill authorizing the government of the Cape of Good Hope to enter into a customs union with the Orange Free State, and to give the Orange Free State products preferential duties over the duties imposed upon any other imports into the colony. When the bill came to England, Her Majesty's Government refused the Queen's assent, and for a long time there was a correspondence between the government of the colony and Downing Street with regard to this bill, and ultimately on the insertion of the words "overland only," the bill received the assent of Her Majesty. These conditions were put in and the Home Government assented to it.

Mr. LEE SMITH.—Has any difficulty been raised since with regard to that question?

Sir CHARLES MILLS.—No; no difficulties have been raised. If the Germans in the adjoining territory liked they could, of course, claim the same privileges as the Orange Free State, under the Zollverein treaty. I do not think they are likely to do so.

Sir HENRY WRIXON.—There is no authority or right of a dependency to contract for itself.

Sir CHARLES MILLS.—It is quite an exceptional case.

Hon. Mr. FITZGERALD.—Will Lord Jersey inform the conference the date of the treaties with the Zollverein and the Imperial Government?

Lord JERSEY.—1862 and 1865. The date of the treaties with Belgium is 1862 and with the German Zollverein 1865.

Hon. Mr. FITZGERALD.—How long a notice must be given? Is one or two years required?

Lord JERSEY.—Twelve months notice from either country. It may be given at any time.

Sir ADOLPHE CARON.—The stipulations referred to are the same as in all the commercial treaties.

Hon. Mr. FOSTER.—Sir Henry, is there not another contingency which might happen, which you must justify, following up your resolution? That resolution would allow a colony to enter into an agreement for commercial reciprocity with Great Britain or with any other colony, without foreign nations being entitled to share therein. If the Dominion of Canada and Australia entered into a treaty with each other, at differential rates, what would be the position of Great Britain as regards her trade?



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Sir HENRY WRIXON.—It might be better to exclude that possible case which might arise.

Hon. Mr. FOSTER.—That would quite naturally arise as between our country and yours. There are certain articles we might send to you which Great Britain would not compete in, but there are others in which she would be a competitor.

Hon. Mr. FRASER.—I would fondly look forward to the day when the colonies, including Australia, could have one customs tariff. I would hear with a great deal of pleasure of the consummation of such a customs union with the other colonies. I think it would be one of the wisest steps that we, in Australia, could take, if we could receive the goods of Canada and the Cape free and *vice versa*. Therefore, I think if we are enabled to make a customs tariff or federate the colonies with one customs tariff extending over the whole of Australia, surely it would not be consistent to deprive us of the right. A tariff with Canada or the Cape, or with both parties, we are disposed to consider. I imagine that would be a very wise step indeed, which would be to the immense advantage of the colonies concerned, and I can hardly see where the conflicting interests with Great Britain would come in. The difficulty, I think, in the colonies would be, that the colonists would naturally say in making a treaty with Great Britain: "You admit the cheap labour of Great Britain as against the dearer labour of Australia or Canada" and that might be a difficulty that parliaments and politicians could not get over. They cannot perform impossibilities. However, the question ought to be quite clear, and I should imagine that we will be unanimous in the support of Sir Henry's motion.

Mr. LEE SMITH.—I think it would be unnecessary for any of us to say more than a word on this question. I apprehend there will be perfect unanimity as to the desirability and necessity of carrying the motion. It appears to me nothing could be done at this conference of any beneficial character unless Australasia is put exactly on the same footing as Canada and the Cape. I believe if we get the same power that these colonies have, it will be satisfactory to all of us, and therefore, I do not think we need spend much more time in discussing this, unless there are some technical points to be entered upon. I shall be very glad to support the motion.

Hon. Mr. FORREST.—I regret to say, I do not quite concur with those speakers who think that this is a subject that should be settled in half an hour or settled to-day. To my mind, I consider this the most momentous question that we have to discuss. It is momentous, particularly to Australia, from the very questions put by Mr. Foster. What effect is it going to have on the trade with the mother country?

Mr. LEE SMITH.—The motion would of course include the mother country.

Sir HENRY WRIXON.—The motion includes the mother country.

Hon. Mr. FORREST.—I do not say that the motion does not include the mother country. Let us, however, examine the question. Let each of us calmly consider what the probable effect might be if Great Britain's commercial treaties with foreign countries were terminated. Would not the probable effect be to decrease her foreign export trade, and if so, would not the colonies be injured? Anyway, Australia would be injured, for Australia is a great producing country and nearly all its surplus products go to England. Therefore if we cripple the trade of the mother country we cripple the trade of Australia. Where would we be if we could not send our products to Great Britain? Further, it is impossible to alter the fiscal policy of even the smallest country without producing results which were never intended. This is proved by experience, yet here we are proposing to

alter the fiscal policy of a great Empire; surely such a subject deserves the gravest thought and the most serious and careful deliberation; otherwise we may defeat ourselves. The consideration of this question should "give us pause" more particularly, so far as Australia is concerned. I have said before that Australia is a great producing country. For her age and her population, I do not think there is another country in the world which produces such a volume of raw material as she does. I will not refer to the other Australian Colonies, but I will mention two facts with respect to Queensland. We have only a population of about 400,000 in Queensland, yet in 1892 we exported over £9,200,000 worth of our products. In that year Great Britain's foreign trade (exclusive of the United States) amounted to £216,000,000. Now, England does not produce wool to any great extent, but she is a large exporter of woollen goods which are manufactured chiefly from Australian wool. She is also a large exporter of other goods manufactured by her from Australian raw material. Therefore, by England's assistance, Australia finds a market for her products in foreign countries, and therefore, I say, we must be careful not to do anything that might interfere with, or limit, or cripple her trade with foreign nations. Furthermore, England is a free trade country. I do not propose to give any opinion as to whether I think free trade is right, or whether protection is right. It is not from that point of view that I refer to the subject. I may say with respect to such matters, that I feel exactly as Carlyle did about isms. "I don't care," he said, "about your pan-theisms or your pot-theisms, what I want to get at is the truth." Well, England is a great manufacturing country, and she does not and cannot produce what she exports. Therefore, she must purchase the greater portion of the raw material and if she is to maintain her position she must obtain such material as cheaply as possible. She must also obtain the food for her people as cheaply as possible. I cannot, therefore, see how England could at present alter her free trade policy. With regard to all other countries, their policy cannot be relied on. To-day they might admit our goods. Then another ministry comes into power and to-morrow our goods are excluded. But the policy of England is continuous and, for the reasons stated, I think it will remain so, at any rate for some considerable time. Let us not lose the substance for the shadow and in this connection it is just as much our interest to foster and encourage the trade of England as it is to extend the trade of Australia, for in so doing we are merely fostering and extending our own trade. In fact we are helping ourselves. Our great products are wool, meat, hides, tallow, wheat, sugar, minerals, wine and fruit. We send all, or nearly all, our surplus to England, and what she does not consume she manufactures and distributes all over the world. I am informed that at this moment—and it bears on the motion before us, viz.: that of treaties with foreign nations—that Canada is arranging to admit French wines on favourable terms in consideration of getting Canadian productions admitted to France on similar conditions. How will such arrangements affect Australia?

Hon. Mr. FRASER.—That would come within the scope of your argument; I fail to see how this motion would come within the scope of your argument.

Hon. Mr. FORREST.—It certainly does. We want reciprocity with all the colonies, and if in the meantime we are excluded by another treaty from carrying that out I am afraid that we will be very much prejudiced.

Hon. Mr. FOSTER.—There is no barrier in that respect.

Hon. Mr. FORREST.—Coming back to the motion as it has been amended, and seeing that Canada and the Cape have to a limited extent got the powers that are asked for now, and as the motion is a little different from what it was first when proposed.

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Sir HENRY WRIXON.—Slightly in the verbiage, but not the effect.

Hon. Mr. FORREST.—Well, as it appears now, I do not see much to object to ; but I will wind up almost as I commenced, by stating that it requires to be considered with the very gravest of care ; and more particularly with regard to the effect that anything of this sort is going to have on our great market. If the English market were closed to Australia, substantially we should be ruined. We would simply be able to grow for our own consumption, and beyond that, our productions would be utterly useless to us.

Mr. LEE SMITH.—Is it competent to any one who has spoken, to move an amendment for the purpose of his speaking again ?

Sir ADOLPHE CARON.—I am not aware of any amendment being moved now. There has been no amendment moved.

Mr. LEE SMITH.—Is it competent to any one who has spoken to move an amendment ?

Hon. Mr. PLAYFORD.—I imagine the man who represents a colony will have the same right to speak as where a colony is represented by three representatives, if they each speak. I claim the right to speak on three different occasions for South Australia. I think that is the position I ought to occupy.

Sir ADOLPHE CARON.—I think every latitude should be given to the gentlemen who wish to express their views on this question.

Mr. LEE SMITH.—A point has been raised by Mr. Forrest which I should like to contest, and I wish to know if I can speak again, and whether I shall put myself in order by moving an amendment for the purpose of speaking ? I am the sole representative of New Zealand.

Sir ADOLPHE CARON.—I am not aware of any other procedure to be taken.

Mr. LEE SMITH.—Having spoken, I am precluded from moving an amendment.

Sir ADOLPHE CARON.—Yes.

Hon. Mr. PLAYFORD.—At the Imperial conference people were allowed to speak twice on the same subject, and I think it should be conceded that we could have that privilege if we desired it. We want the fullest and freest discussion and want to arrive at the truth.

Sir ADOLPHE CARON.—I should imagine the procedure to be followed here would be that we should consider ourselves as if we were in Committee of the House. I think it will do away with the strict formality and be so much more convenient.

Hon. Mr. PLAYFORD.—I wish to point out to the Hon. William Forrest that he has evidently mistaken altogether the point of the resolution. From his standpoint it was that this resolution proposed we should have certain powers to enter into certain treaties with foreign countries, and then he argued from that, what effect that would have on the trade of Great Britain ; and asked if the trade of Great Britain were in any way injured, would not that injure the trade of the colonies eventually ? Now, as I understand this motion there is no such intention contained in it. The latter clause of the proposal absolutely and expressly excludes any reference to foreign powers whatever and only provides for giving an extended power which we to Australia possess among the Australian Colonies, to other British dependencies, including the mother country. Now, that is exactly all that it does ; so that the gentleman will see that the whole of the elaborate argument which he has built up in opposition to this clause really falls to the ground.

Hon. Mr. FORREST.—I was quite aware that it excluded foreign countries; and if I am allowed to speak again I will show you it would have the effect I mentioned. I was quite aware of that.

Hon. Mr. PLAYFORD.—Then I do not know what was the need of using the argument. It reminds me of the song from the opera:

“The flowers that bloom in the spring, tra, la,  
Have nothing to do with the case.”

If the gentleman is aware of it, I do not see where the argument comes in. Then take his other argument, whether it is a wise thing that Canada and the Cape should have powers which we do not possess. He is wrong there. Neither Canada nor the Cape have any power that we do not possess at the present time. There is no special power given to Canada to enter into treaties with foreign powers except such powers as can be given to us. It has to be done through the Imperial Government; it has to be done with their special consent. In the case of the Cape it is done by a special Act of Parliament passed in the Cape Colony and assented to by Her Majesty the Queen. Now, you have only to pass an Act giving power to enter into a treaty with New Caledonia, which is the nearest point of foreign territory, unless it happen to be a portion of New Guinea; and it would be subject to the Queen's assent. I have no doubt the Governor would reserve a question of that sort for the signification of Her Majesty's pleasure; and if the permission was given it would become an Act which the Imperial Government had assented to, and you would have precisely the same powers as were exercised by the Cape Colony. Take the case of Canada. She enters into a treaty with the United States of America through the English Ambassador with the consent of the government of the mother country. Queensland can do the same thing to-morrow if she likes; and it was a mistaken notion that some of our people in Australia had that Cape Colony on the one hand, and Canada on the other, had certain powers given to them which were not given to the Australian Colonies. Those powers can be exercised with the consent of the Imperial Government to-morrow by all the various colonies of the British Empire. Now, the question of whether it is wise or whether it is well for Canada to enter into any special treaty with regard to the wine trade is a matter which I do not think we have here to discuss; but still, as the gentleman alluded to it, I must say that if she enters into a special treaty with a foreign country like France to admit French wines at a lower rate of duty than wines from any other country are admitted, in consideration that France shall admit things from Canada at a lower duty——

Hon. Mr. FOSTER.—I wish to set that matter at rest; we did not do such a thing. We simply agree in that draft treaty to allow certain wines to come in at a certain rate, and we can allow Australian wines to come in at the same rate. If we let Australian wines in at a lower rate than we charge France, under the treaty, we would not have to admit the French wines at that lower rate.

Hon. Mr. PLAYFORD.—Then I do not see what good the treaty is to France. The people of France would thank you for nothing. I think Mr. Foster must be wrong. There must be some special advantage you are giving French wines over the wines of other countries.

Hon. Mr. FOSTER.—Not the least; we stated expressly that we would not bind ourselves not to allow wines from other countries to come in at the same rate; and

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they saved themselves by saying "If you give a better rate for that class of wines coming from any other power you must give us the same".

Hon. Mr. FRASER.—By treaty?

Hon. Mr. FOSTER.—No, *ipso facto*, as per the terms of this treaty.

Sir ADOLPHE CARON.—They claim we must give them the same rate.

Hon. Mr. PLAYFORD.—Immediately the treaty is entered into, the French wines will come in cheaper than the Spanish wines?

Hon. Mr. FOSTER.—Yes, until we choose to allow Spanish wines to come in at the same rate.

Hon. Mr. PLAYFORD.—You are giving that differential rate to France and you are not giving that differential rate to other parts of the country, including our own colonies. I do not know whether the mother country would be justified in permitting one of her dependencies to give a special rate to a foreign country which she is not giving to Her Majesty's Dominions. I think that is the fair position to take; and, as the mover of the motion has put it, he has left out all reference to the foreign countries, because he saw this objection would naturally flow. We have here an example, in the case of Canada, in which wine produced in Australia—and we are going to be one of the finest wine-producing countries under the sun, and we are going to produce the very finest quality of wine, which will be prevented from being introduced at as cheap a rate as French wines—here we have an example at once before our eyes, an object-lesson on the part of Canada, who is entering into a special treaty with France to allow French wines to come in at a certain rate; and she says she can allow other wines to come in at the same rate, but still at present the wines from France will go in at a cheaper rate. However, that is apart from the motion; and the mover has explained in very clear language why he eliminated that part of the subject from the discussion to-day. It is a difficult subject, and I do not want to be led into a long discussion; it is apart from the motion before us. We have in Australia the power to make special differential rates among ourselves. We have no power to make it outside of our bounds. We wish to extend that power to every part of Her Majesty's dominions. This resolution concisely sets that forth, and I have much pleasure in supporting it.

Hon. Mr. THYNNE.—I would like to point out that in the colonies, especially in Queensland, we do not feel ourselves in the position to do what was suggested, to pass an Act authorizing a preferential treaty with any country outside of Australia, and trust to it being accepted by the Imperial Parliament and obtain Her Majesty's consent, because we are in our courts in Australia held very tightly by the construction of our Constitution Act; and there is very little doubt that if any question arose on the payment of duties, if any customs question arose and came to be decided by the courts of justice, that the power of our Parliament to pass an Act which was outside the powers of its constitution would be disputed and probably denied by our Supreme Court. So that we come here asking that the difficulty which is in our way should be removed; and that is I think the sum and substance of Sir Henry Wrixon's motion that is, that we may be enabled, without these impediments, to enter into arrangements with other portions of the British Empire; and I hope that Mr. Mackenzie Bowell's mission to Australia will result in the early introduction of reciprocal arrangements between our colonies and Canada. We come here not merely asking for a theoretical concession, but we are asking with a view to practical results in each of the colonies, and I have not the slightest doubt that the Imperial Government will, as soon as they

see our joint request, take the steps at the very earliest moment to comply with the request which we have made. Now, it might be said that the Belgian treaty and the Berlin treaty make it difficult for the Imperial Government to comply with our request; but we have already an Act affecting Australia, which has become law, passed in England since those two treaties were entered into—the Act of 1873 is subsequent in date to both the treaties which are at the present time in one of these reciprocal arrangements—and as the Imperial Government have seen their way to passing an Act in 1873 removing this restriction on the power of the Australian Colonies to make reciprocal arrangements in Australia, I have no doubt they would equally see their way to removing the restrictions against the making of such arrangements with British dependencies generally. Lord Jersey suggested the other day, as there was some question of the construction of the Constitution Act in that respect, as to whether the strict construction which we have put in Australia on the limits to our constitutional power are really regarded seriously in Great Britain. I do not know whether I understood him correctly.

Lord JERSEY.—You mean the Act of 1873?

Hon. Mr. THYNNE.—The Constitution Acts of the several colonies.

Lord JERSEY.—The Act of 1873, as I understand, authorized certain colonies in Australia to enter into tariff arrangements between each other, and went no further. It did not alter the previous Constitutional Act except in this direction. The Constitutional Act would not allow you to enter into a treaty with any colony or country, except those particular colonies which were mentioned in the Act of 1873.

Hon. Mr. THYNNE.—That is a concise statement of the position in Australia. There is no question that that is the strict interpretation of the Act. Of course one aspect of this motion is a very wide one; and one may assume that we are at once content to propose reciprocal arrangements with Great Britain and our different colonies. Every one of these reciprocal arrangements, I take it, will be matters of future policy for the consideration of the several governments. For myself I have very little expectation indeed, if any, that we shall ever have—I won't say ever—that we shall have for a considerable number of years the opportunity of entering into reciprocal arrangements with Great Britain, because to enter into these reciprocal arrangements to any large extent would involve a complete change of the policy of Great Britain. You would have to convince Great Britain that their policy up to the present, having free intercourse with the rest of the world, is wrong in some respects; and on the other hand we would each of us have some difficulty in throwing open our markets absolutely free to England; so that there would be a complete change of policy on both sides before we could see a general system of free trade between Great Britain and the colonies. But there is not any practical difficulty in entering into reciprocal treaties with dependencies who are more or less unlike in their productions. As an illustration you have in Canada a very large source of fish supplies as an article of food. We have practically nothing to correspond with it. We have in Australia the means of supplying you with other goods in exchange, and if there was a slight preference given in Australia to Canadian fish products, and a slight preference in Canada to some of our products in Australia, and an interchange in those limited articles of commerce, the result would be a benefit to both sides, without doing any serious injury to either country. I may say in our colony we are very anxious that this change should be made, and that we should have the power of making the reciprocal arrangements, and

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after the unanimous way in which the motion has been received, I think there is very little to be said. I quite sympathize with Mr. Forrest's feeling that it would be very difficult indeed to touch tariff business without running the risk of producing effects which were never contemplated, and I think he deserves credit for having pointed out that in looking at these matters we must go a good deal below the surface. We do not know what effect a general acceptance or general inaction upon this matter of reciprocal arrangements may have in the course of trade between Great Britain and other countries; and I think each and all of us sympathize with the great desire that England, as the market of the world, should not lose in any way by this. We seek to save time and space in making our arrangements between ourselves, instead of sending all our goods to England and having them distributed amongst us from there. I do not believe that the extent to which we propose to have reciprocal arrangements will affect the trade of England, but I think on the other hand it would increase it.

Hon. Mr. FORREST.—I would like to add a word or two, to prevent misconception, because I can see that what I have said has been misconceived. With regard to the motion generally I would support it; but there was something I did not say and that I did not want to say—I rather wished it to be inferred for it sometimes happens that the very thing we wish to avoid is brought about by suggesting its possibility. I pointed out that England's export trade in 1892 was £216,000,000; in that I did not include the export trade to the United States, because in giving the figures England classifies the United States separately. The export trade to the colonies comes to £93,000,000 and to the United States £41,000,000; but you will see the greatest bulk of England's trade is with foreign countries with whom she has treaties; and England's trade means our trade, and if we are not careful it may cause these nations to terminate these treaties at 12 months; and what I would like to have considered is this: Is it advisable to put a formal motion of this kind before the world, or is it advisable to try and get what we want quietly as did Canada and the Cape, and thus endeavour to avoid the antagonism of foreign states. That is what I want to convey; and I think really this is worthy of consideration; and I am very glad my friend Mr. Thynne was able to partially explain it, but I wished to give the further explanation. The suspension of the treaties of the foreign nations with England might limit her trade and therefore limit our trade.

Mr. LEE SMITH.—I am glad to see that the gentleman has brushed away the cobwebs which the first speaker threw round my argument. He said he thought there was very great danger in carrying out this motion. I do not agree with what has been said as to the trade policy of England. I think British trade has been built up by the principles of free trade; and I look upon it that without free trade the British nation could not exist and carry on the enormous amount of business for the benefit of the country; but I apprehend this question has nothing to do with free trade. We are here discussing Sir Henry Wrixon's motion, which is clear, distinct and definite and does not involve any such risk as Mr. Forrest has supposed is involved in it. Now, what are we proposing to do? We are proposing to include Canada in the arrangements we already are able to make between ourselves in Australia and New Zealand, but which I am sorry to say we have not hitherto put into force; but that does not prevent us from making some reciprocal arrangements with Canada, because there will be several things in which we will very possibly reciprocate with Canada, which we have not in Australia. Then with regard to Great Britain, I do not see how we can commit Great Britain to it. We only sug-

gest it; and if Great Britain, who knows her own interests far better than we do, sees there is this danger, she will not carry out our suggestion, and nothing will be done; and therefore there is no need at all to have any such fear as Mr. Forrest appears to have that we shall offend a foreign nation if we in this room recommend a thing which Great Britain will not carry out unless she sees it is to her advantage and involves no risk. I think it is clear we should carry the motion at once. We can do no good by deferring it. Why should we not at once carry out proposals for the immediate carrying into effect of that which we already have in Australasia and which we have come all the way on purpose to obtain with Canada?

Hon. Mr. FOSTER.—This is not a question which primarily affects Canada so much as it does the Australian colonies. In common with most of the speakers around the table, I do not see any objection to the passage of a resolution of this kind. I do not see any complications which can possibly arise out of the passage of this, confined, as it is, to the one family—that is to the colonies and to the mother country. A great deal of the difficulty that is met in larger trade extensions, I suppose on account of the treaties of 1862-65, does not stand in the way of arrangements which are made or which can be made under a resolution of this kind; consequently that difficulty does not meet us in the same way as it would if the larger extension was looked at. Some points have been raised which were not entirely germane to the resolution that we have had under consideration, but I am rather glad that they were raised. We may confine ourselves strictly to the parliamentary groove in discussing points, or we may make the discussion somewhat free and easy with great benefit to ourselves; and I was very glad that the other two points were brought up; and I should just like to see what our position here in the family is in reference to the matter. First with reference to the power we have of negotiating treaties for ourselves in Canada. It is rightly stated that we have no parliamentary authority; it is simply a wise extension of that accommodating and reasonable policy that the British Government have always carried out. When we came to believe that a treaty would be an advantage between us and the United States, in 1854, and when the British Government became convinced that it would be of advantage to us as compensation for certain privileges of which we had been deprived previously, and the idea came up of having a treaty between a part of the Empire, and the United States—Canada to wit: Great Britain undertook the negotiation of that, but as Canada was the dependency almost entirely interested, Great Britain sensibly enough gave way to our request that our representative should be present to assist the British Ambassador in the negotiation of that treaty. That was the beginning of it, and this course has been judiciously followed. If we wish to negotiate a treaty with Spain that in some respects would be beneficial to us, we simply make our request to have some person we name, associated with their ambassador, and whilst their ambassador is materially the prime mover, the negotiations are chiefly carried on by our plenipotentiary. It is an Imperial treaty.

Sir HENRY WRIXON.—A treaty between Great Britain and Spain.

Hon. Mr. FOSTER.—Yes, applicable to Canada. And in all these cases, the treaties are referable again to our parliament, so it is just an extension of the common sense business principle which is given to us, and which I have not the least doubt, Great Britain will give to any Australian colony that requests it. Again I am of the opinion that so long as the colonial relation exists the power to negotiate our own treaties, while we are a part of the Empire, is undesirable and impossible. I think



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it would be the death blow to unity. It was stated that there are not many in Australia or the Australasian Colonies who would be in favour of such a view. Unfortunately, we have quite a number in this country who urge that view, and we have had the advantage of taking it up in Parliament, and having it discussed on several occasions, and on all these occasions the overwhelming sense of the country and parliament has been that it would destroy the idea of imperial unity and the relation which has existed between the colonies and the mother country, and that if we chose to throw aside the protection and advantage that we get from the mother country, we can exercise the power to negotiate our own treaties, but if we wish to keep the first, then we had better take the sensible plan of having our treaties negotiated as they are now. What would take place if we had the power? The very moment that we had the right conferred upon us to negotiate a treaty we would exercise that right with say the United States of America. But the very moment that we sat down to negotiate a treaty with the United States of America, what would take place? It would be said—"you give us certain duties on this, and we will give you certain duties on that, but what we give to you will be exclusively for you and what you give to us must be exclusively for us." What does that mean? Immediately we would have to discriminate against Great Britain herself, and the very moment we did that, and the trade of Great Britain were greatly affected by it, it would raise a question with the British Government and what would be the result? Immediate collision. If once the parliament of a great dependency as Canada or Australia had decided that it would do so and so for the best interests of the country it could not recede from that position, and consequently there would be collision. I am entirely at one and so are the people of Canada, as well as the Parliament of Canada, with the sentiment that as we are all parts of one country and we are under that one Imperial Government, the imperial power must negotiate with regard to these treaties, but at the same time we have all the freedom that is necessary and all the voice that we could possibly desire. Now with reference to this, I merely moot one point, and although it is not germane to this resolution, and although the resolution does not cover it, I will moot the point once more, in order that it may be discussed some time during the session. I suppose we are all at one that if we could we would like to see an arrangement made by which all the colonies and the mother country could trade with each other on better terms than with foreign countries. That is where we are. There is no doubt about that; that, there should be imperial trade on the basis of imperial favour. There is no possibility for that so long as the mother country has no duties upon products. The time may come when we can negotiate a commercial reciprocity treaty with Great Britain. That time must certainly be deferred, however, until Great Britain puts duties upon goods which come into her country, on which she would give us some form of concession. No one knows what may happen, but taking that for possible we would all like to have reciprocity. Suppose then we were to make a proposition to Great Britain to put 5 per cent upon food stuffs that the colonies most largely supply as against all foreign countries, and that we would give her a percentage on what she would manufacture and send to us. Suppose we made that proposition. It could not be carried out to-day, however much we wanted it; but is it not possible for us, and is it not possible for Great Britain to grant to the colonies, which are not free trade and which have taken the principle of protection for revenue purposes or otherwise the right to

reciprocal treaties with each other? Is it not possible for all these colonies to give a preferential rate, one in favour of the other, and trade under an imperial trade union, or an intercolonial trade union? While that may be possible, there are a good many elements that enter into it, and one of the elements is, our manufacturing goods which Great Britain herself produces. All the colonies are not equally situated. Some of the colonies are simply producers of the raw material and they are interested, of course, in getting the raw material into the best and easiest market possible. Other colonies are more advanced—take it as a line of progression—and they are not only producers of raw products but they are makers of the raw material into manufactured products. Now, for instance, Canada makes largely of agricultural implements. She has a field for these agricultural implements in your country, (Australia) and it is one of the things we are looking forward to when we come down to the practical part of the business, to see whether they cannot be made one of the weights in the scale of interchange. The point I wish to bring forward for thought is then this:—If the colonies make preferential arrangements with each other, and Great Britain cannot accede to the wider imperial reciprocity, what shall be the position of her competing goods? Shall she have advantages for which she has given no countervailing compensation? Then there is another point which Mr. Playford spoke of with reference to wine. My friend was a little unfair. He dislikes the idea of giving France what you will not give to Australia. That looks unfair on the face of it. But my good friend, France pays us for giving her that. Will not you pay us for giving you a similar concession? What are you here for? To make trade relations I take it. There are some things you want to get into our markets. We will give you the chance of something you want to get into our market if you give us a chance in your market. You surely would not want us to give to you what France had bought from us, and if France proposes to give us canned goods and other things, the list of which is in the Treaty, at the minimum rate, and we pay her—for it is all a financial transaction after all—and we pay her by taking 30 per cent off certain kinds of wine, why would you ask us to take 30 per cent off your wines and not give us something on our agricultural implements? We do not tie ourselves to France.

Hon. Mr. FRASER.—We thought you had.

Hon. Mr. FOSTER.—We did not. We carefully avoided that. We are to-day in the position that we can give Australia thirty per cent or more as we please off the same goods, if you allow us something in return therefor.

Hon. Mr. PLAYFORD.—Your principle is an absolutely vicious one. If Great Britain did anything of that sort in regard to France and did not do the same for the colonies, would never hear the last of it.

Sir HENRY DE VILLIERS.—There is a telegram from Sir Charles Tupper in which he says, that it is clearly understood that preferences given to France by this treaty, would not interfere with preferential arrangement with other colonies or any of the colonies.

Hon. Mr. FOSTER.—I do not know that; Canada is not debarred by that treaty from making any arrangements with the other colonies which she may think wise even to giving a better rate on wines than was accorded to France in the treaty.

Sir HENRY DE VILLIERS.—I have a very strong impression there is a telegram in the proceedings.

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Hon. Mr. FOSTER.—I just want to argue the point a moment with Mr. Playford. I think, I heard of a gentleman saying that all this was a matter of business, that this Intercolonial trade was a matter of dollars and cents. Now, my hon. friend goes back to sentiment, and he says: That if France pays you dollars and cents for a certain concession, there is another dependency of Great Britain in the Australian Colonies who has paid Canada nothing yet, but for the sake of sentiment it ought to get the advantage the same as France did by paying for it.

Hon. Mr. PLAYFORD.—Supposing Great Britain was to enter into a treaty with France or any other foreign country, in which she admitted French wines cheaper than she would admit wine from the colonies, she would sacrifice us to France.

Hon. Mr. FOSTER.—That could be stretched to a certain extent, and it might be stretched too far. Great Britain might say in answer: You give Canada an equivalent as France did, and you will get exactly the same benefit. I am speaking on business principles only. There is another principle. It is a question—and I am not averse to saying it right here—it is a question whether we would, when that treaty comes to be ratified, insist on keeping a single British dependency out of it. However, Mr. Playford, we think they ought to consider it as a matter of fair exchange and give us just as much as if we had never made a treaty with France. I am disposed to think they will do that. We are not shut out by that treaty from giving the same advantages to any colony. I am in favour of this, and I emphasize the position of Canada. Now as to the points taken by Mr. Forrest. He seemed to fear that in some way an arrangement such as proposed looking to a wide reciprocity might affect the price of British imports, chiefly of raw material and so touch on Britain's world-wide supply of manufactured goods. But it is clear that an arrangement might be made which would but slightly, if at all, affect these great staple raw materials. But business is business, and outside of all sentiment, we in the colonies, as they in Great Britain, must press for what is beneficial to us in a business mind of view. Great Britain has common sense to give way as far as she can for the good of her colonies, providing it does not hurt her too much. She has already told us time and again she is prepared to do that and she has done it to some extent in our treaties with other nations. The subject matter of the resolution is chiefly for the Australian Colonies, but it is one that also affects us and all the other colonies, and I am heartily in favour of the resolution, and without its passage our meeting would have missed one of its chief objects, the encouragement of intercolonial trade.

Hon. Mr. FITZGERALD.—It appears to me that Canada is interested in this motion. I cannot see how any commercial reciprocity will result between Canada and the Australian Colonies unless this motion be adopted. Therefore, if Canada says she can gain anything by drawing together the bonds of commercial union more closely than they at present exist, it is essential. Without this resolution, we are at present incapable of coming to any conclusion. Our limits are now not quite as strict as the Cape, but they are on all fours with Canada as regards differential tariffs between our own colonies. A great deal of light has been thrown on the subject by what we have heard from Sir Henry de Villiers. I understood that the Cape stood on the same lines as Canada, and it certainly came as a surprise to me that the Cape in her intercolonial arrangements is limited to one state, the Free State of Orange.

Sir CHARLES MILLS.—We are not limited at all. We can make a union with any part of Africa to-morrow but we have to pass a new Act and get the imperial consent.

Hon. Mr. FITZGERALD.—My hon. friend offers this notice in a limited sense so as to prevent the difficulty to which Mr. Foster has ably referred. We had a long and animated debate at the Confederation Convention, in Sydney, in 1891, as to this point, and the colonies were distinctly of the same opinion as Mr. Foster—that the unity of the Empire would receive a blow if any power were given in the Confederation Bill, allowing them to make special treaties. Is not that in accordance with Lord Jersey's memory?

Hon. Mr. FORREST.—I think your memory is quite right.

Hon. Mr. FITZGERALD.—I know we are quite in unison on that point. If we asked this power of extension of our commercial relations, as set down in the resolution, I think it is sufficient to pass a unanimous vote in favour of this resolution. The present limitation of this motion might be regarded as too severe, if we had not been reminded as we have been by what we heard to-day and what we know, in fact, that there is the utmost desire on the part of the mother country and her responsible advisers to see that in any proposal emanating from the colonies—if it does not do injustice to the mother country—the colonies obtained the concession asked for if the colonies consider it would be to their commercial and to the imperial advantage. When England is in that position—and she has never been otherwise since new ideas prevailed at the Colonial Office—when she really regards as far as commerce was concerned her colonial policy as an imperial policy, we can rely upon the present incentives as proved by the case of Canada, that if we need to make any treaty similar to that, she will give us equal justice; because the imperial authorities will adopt in our case, exactly the same position, as that adopted for Canada, and appoint the same treaty representatives from our country, with pleni-potentiary powers to act in unison with the ambassadors of the old country, in order to ask for and to obtain that treaty. There is no necessity for our demanding special powers. We can place reliance in the interest that England takes in her colonies and not ask any more than they are willing now, almost voluntarily, to give us. I apprehend that there can be no differences of opinion, and that we can unanimously agree in this motion, wisely limited as it is in its range and volume, and that as it now stands, there can be no real practical objection to it.

Sir ADOLPHE CARON.—I merely wish to say one word before the question is put. I view the question from this standpoint: I consider that without this resolution being passed it will be difficult for me to conceive the usefulness of this conference. It may be as my colleague and friend has stated that Australia may possibly be more interested than Canada. However, that is a question that I do not wish to discuss. I consider that the interests of Canada are just as large as it is possible for them to be in connection with a resolution of this kind. I fully agree, also, that a demand which is made by Australia when submitted to the Imperial Government will be received as well and as favourably as the demand of Canada would be received, when Canada wished, as a component part of the Empire, to strengthen the Empire, by making Canada as prosperous and successful in commercial enterprise as statesmanship could make a country—I consider that by doing so, you are helping the Empire just as Australia would help the Empire, by entering into commercial enterprises, which will strengthen Australia and make the colonies there more powerful than they are at present. I believe that this resolution is properly at the beginning of our very important work. I believe that without it the conference, which has brought within the capital of Canada representatives of the great colonies, beyond the usual meeting and shaking of

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hands could not be a success unless we all agreed to the passing of this resolution. I do not wish to enter into the question more fully, because it has been discussed from all its different standpoints, and I think there can be no doubt, that it is indispensably necessary that we should declare the resolution carried, and I think it will be received by the Imperial Government as the very best work we have done.

Hon. Mr. FITZGERALD.—May I ask Mr. Foster, could not Belgium and Germany, on account of the existing treaties with the United Kingdom, demand similar advantages arising from any differential tariff arrangements that may be made between any colony and any foreign country.

Hon. Mr. FOSTER.—The most-favoured-nation clause has been so interpreted, but the point is in dispute.

Hon. Mr. FITZGERALD.—I would ask also, whether there should not be some negotiations opened between this conference and the mother country as to giving notice to Belgium and Germany for the cessation of this portion of the treaty, because Germany and Belgium could come in upon the terms that any colony may make between the mother country and itself. Supposing Belgium, a wine producing, country was to demand that her wines should come in here. She might produce her wines cheaper than France, and might reduce the minimum advantages France might have. France would say, from the existence of this treaty between England and Belgium, to which she was not a party; "we allow your manufactures to come into France at a lower rate, but the advantage we expect to derive in your country is entirely nullified by the treaty between England and Belgium, because you allow Belgium the privileges of the most-favoured-nation clause. Now, I concede that during the continuance of this treaty, in that aspect of it, it may really be extremely difficult to make similar treaties to the one Canada is making with France.

Hon. Mr. FOSTER.—I quite see what my friend means. I think he is quite right in his contention. The question he asked me was whether Belgium or Germany, under the present treaty, could not ask the same treatment as the treaty gives France from Canada. There is no doubt that they can; but at first, the idea I thought you had was as to whether, if Australia and Canada made a reciprocal arrangement between each other, the most-favoured-treaty nations might not ask the same advantages. I do not think they could, but it is clear that they can so far as the case with France is concerned. The question as to the termination of those treaties I have no doubt will be brought up before the conference closes; we have passed a resolution of both Houses of Parliament asking their abolition so far as they bind us; but of course, it is one matter to ask and another matter to get.

Hon. Mr. THYNNE.—The point raised by Mr. Fitzgerald is not a substantial one, because the people of France having made a treaty with full information of the treaties of Belgium and of Berlin, and have no cause to complain of any of the consequences of those treaties; and also because the goods about which the different colonies are likely to enter into reciprocal arrangements are goods which neither Germany nor Belgium are likely to produce, and no question is ever likely to arise about them.

Sir CHARLES MILLS.—May I ask whether, in the event of our admitting your agricultural implements and your lumber duty free, there is anything in your treaty with France that would prevent your allowing our wine to come in duty free here?

Hon. Mr. FOSTER.—Yes. If we let other light wines in free, the light wines would have to come in free from France.

Hon. THOMAS PLAYFORD.—That is just the trouble.

Sir HENRY DE VILLIERS.—Here is a telegram from “Bowell to Tupper,” 10th February, 1893.—“Cheese was included in proposition before us upon which telegram of 12th January was based, treaty being ratified by England for Canada alone; would not France consider her a third power in case of preferential treatment?” The answer from “Tupper to Bowell” reads—“Treaty being made by England. The term ‘third power’ cannot include Great Britain or any British colony or possession. This treaty therefore in no way interferes with preferential arrangements between Canada and Great Britain or any British colony.”

Sir CHARLES MILLS.—That is an answer to my question.

Hon. Mr. FOSTER.—You had reference to a colony?

Sir CHARLES MILLS.—Yes.

Hon. Mr. FOSTER.—Then I mistook your question. Any arrangements between the parts of the British Empire and between the colonies of the British Empire are free from the operation of the French treaty. I took your question to relate to a foreign country.

Lord JERSEY.—I think the interpretation at home upon the matter is this, that domestic arrangements between any portion of the British Empire are not affected by the Belgium or Zollverein treaty; that it might be possible (if the statutory powers were given) for Queensland or New South Wales to make arrangements with Canada without thinking of those two treaties, but if they went further and claimed power to make arrangements with Spain or France, it would come in. We draw a distinction between domestic relations and foreign nations.

Hon. Mr. FORREST.—Do foreign countries accept that interpretation?

Lord JERSEY.—I cannot tell you if they accept it.

Hon. Mr. FOSTER.—Sir Michael Hicks-Beach and Mr. Arthur Balfour have both stated this view of the matter in Parliament, viz.: that the treaties of 1862 and 1865 do not include preferential arrangements as between the colonies.

Hon. Mr. SUTTON.—In connection with the treaties which the imperial authority takes in hand for Canada, does Sir Charles Tupper act directly for you, or does he sign the treaty representing the Imperial Government rather than Canada?

Hon. Mr. FOSTER.—He signs the treaty representing the Imperial Government.

Hon. Mr. SUTTON.—He is a plenipotentiary for the occasion.

Hon. Mr. FOSTER.—Yes.

Sir HENRY DE VILLIERS.—I refer to the 15th article of the treaty with Belgium; it is very short and concise, and we must consider the terms of that before we pass the resolution:—

Articles the produce or manufacture of Belgium shall not be subject in the British colonies to other or higher duties than those which are or may be imposed upon similar articles of British origin.

If “British origin” here means from Great Britain alone, then it is clear we have full power to negotiate amongst the colonies, but we could not enter into a treaty with Great Britain; Great Britain would be excluded, but the colonies would not be; but if the words “British origin” refers to everything that comes from the British colonies, then I have no doubt this 15th clause stands in the way. Everything depends on the words “British origin”; if it is only Great Britain; Great Britain cannot enter into those treaties, and if it is the British colonies we cannot enter into it.

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Hon. Mr. PLAYFORD.—British origin means anything grown on British soil.

Sir HENRY DE VILLIERS.—The effect of that would be to prevent this preferential treaty with Great Britain.

Hon. Mr. FITZGERALD.—It may perhaps be useful to the conference to know that I give notice that I intend to submit on Monday a motion asking that this conference shall request the British Empire to abrogate these treaties at the earliest time consistent with fairness—and at that time the discussion started now by Sir Henry de Villiers will be more appropriate than at present.

Hon. Mr. FOSTER.—It is a very important point. I have simply taken my reading of it from the clauses of the treaty and from statements made in the British Parliament, and the context of the treaty, and I believe it to be correct.

Sir HENRY WRIXON.—I think we are pretty well agreed on the principle of this motion. Would it be wise for us to determine absolutely any of those difficult questions which may be raised? We only affirm the desirability of this power being given, and the Imperial Government will take care to work it out in the proper way. If they have to delay for a year to give notice of the termination of the treaty, they may have to do it, or to comply with any other condition of the treaty. We can only indicate the desire that this power shall be given to us, but we by no means dictate when it shall be done. I would not like to commit ourselves either way. I leave that entirely to be worked out. We have had a most useful discussion and I think a most instructive one, and I hope that will be my excuse for having introduced two topics which were not strictly in my motion, because strictly I should not have gone into those other two topics or asked the conference to deal with them; but I hope the conference will excuse me, not only on account of the succeeding discussion we have had, but it is also necessary sometimes to explain why you do not deal with things as well as those you deal with, and as I expressly kept those points from my motion, I called attention to them to show why I did not deal with them. That was my reason for mentioning them, and I think it led to a most instructive discussion; but as far as the motion itself goes, of course it has nothing to do with them.

Sir ADOLPHE CARON.—The resolution reads—

“Moved by Sir Henry Wrixon, seconded by Mr. Suttor, That provision should be made by imperial legislation enabling the dependencies of the Empire to enter into agreements of commercial reciprocity, including power of making differential tariff with Great Britain or with one another.”

Hon. THOMAS PLAYFORD.—You leave out the words “Without foreign nations being entitled to share therein.”

Sir HENRY WRIXON.—Yes.

Hon. Mr. FOSTER.—I do not think the words are necessary.

Sir HENRY WRIXON.—It is not necessary. If you give power to enter into a commercial treaty it covers the whole thing.

The motion being put to the conference was carried.

### ABROGATION OF TREATIES.

Hon. Mr. FITZGERALD.—I beg to give notice that at next day of meeting I will move that this conference is of opinion that the existing treaties between Great Britain and the German Zollverein and with the Kingdom of Belgium should be denounced and terminated and that Her Majesty's Government be requested to take the necessary steps with this object.

Sir HENRY DE VILLIERS.—As that is so intimately connected with the one just passed, and as it would be possible to amend the motion, might there not be a unanimous vote on the motion? We are all agreed on the substance of the motion, but as it stands I should like to propose some amendments. I was not aware it was being put until after it was passed, and I should like to move some verbal amendments, and I thought that resolution of which notice has been given might be made to fit in with the one already passed. Unless it is unanimous it cannot be done. We are all agreed on the subject; it is only the words I want amended.

Hon. Mr. FOSTER.—I should like to suggest that that might be more implicit, and read: “So far as relates to the most-favoured-nation clauses”—or something like that.

Hon. Mr. FITZGERALD.—That is exactly what is in my mind and I should be glad to adopt any suggestion which would give effect to that. I shall amend it in that direction.

Sir ADOLPHE CARON.—Do I understand that you desire that this notice of motion should be included in the resolution which was passed to-day and considered as forming part of that resolution?

Sir HENRY DE VILLIERS.—What I should like, if we could possibly have cancelled the resolution, is to leave the matter open for slight verbal amendments, and in that case we might incorporate that one with the one already passed, but as I said before, it must be unanimous. If we all agree we can cancel it, but if not we cannot.

Sir ADOLPHE CARON.—I do not see any objection to keeping the two subjects separate. They are very much connected, but as the resolution under discussion has now passed, I think I would not interfere with it, and when the time comes to take up this matter it will not complicate matters to discuss it separately.

Hon. Mr. SUTTOR.—I understand the hon. gentleman wants to make some verbal amendment to the resolution just carried. Surely we can extend that privilege to him. First, he suggested that Mr. Fitzgerald's resolution might be changed, and then he said he would like to make some verbal amendment to the resolution just passed.

Sir ADOLPHE CARON.—It is irregular to change a resolution just passed, but it is left to the conference.

Hon. Mr. FOSTER.—If Sir Henry can improve it we would have no objection, I suppose.

Sir HENRY WRIXON.—I should be quite glad to accept any proper amendment, but it should be put in first.

Hon. Mr. SUTTOR.—If we are going to make any verbal amendments it should be done now.

Sir ADOLPHE CARON.—Any suggestion or amendment which Sir Henry de Villiers would wish to make must be the subject matter of further consideration because the course which has been taken is final.

Sir HENRY WRIXON.—I think we had better leave it to the Colonial Office to do as they think proper.

Hon. Mr. FITZGERALD.—The notice has been altered so as to include these words “As their conditions will permit so far as regards the most-favoured-nation clauses.”



## Colonial Conference.

Sir ADOLPHE CARON.—The notice reads :—

“ That on the next day of meeting I will move that this conference is of the opinion that the existing treaties between Great Britain and the German Zollverein and with the Kingdom of Belgium should be denounced and terminated as early as their conditions will permit so far as regards the most-favoured-nations clauses, that Her Majesty’s Government be requested to take the necessary steps on the subject.”

Sir HENRY DE VILLIERS.—The effect of my amendment will be to alter the resolution we arrived at. The voting came upon me by surprise, and if I had known that we were coming to a vote without any remarks from the imperial delegate, I would have moved the resolution. My resolution which I intend to move will include both. It will be wide and it will enable the Imperial Parliament to adopt such portion of it as it may think practical. I give notice of a resolution :—

“ That in the opinion of this conference any obstacles which may at present exist to the power of the self-governing dependencies of the Empire to enter into agreements of commercial reciprocity with each other or with Great Britain should be removed by imperial legislation or otherwise.”

Now “ otherwise ” will include every thing—will include any treaties which stand in its way ; it will be one comprehensive sweeping resolution which will embrace every-thing, and which will meet many difficulties which I have heard raised against this resolution. I have confined it to self-governing dependencies.

The conference adjourned at 1.40 to meet on Monday, 2nd July, at 9.30 a.m.

DOUGLAS STEWART,

J. LAMBERT PAYNE,

*Joint Secretaries of the Conference.*



## Colonial Conference.

OFFICE OF THE MINISTER OF TRADE AND COMMERCE,  
OTTAWA, MONDAY, July 2nd, 1894.

The conference resumed at 9.30 a.m., SIR ADOLPHE CARON, Vice-President in the Chair.

### DELEGATES PRESENT :

- Imperial Government—THE RIGHT HON. THE EARL OF JERSEY P.C., G.C.M.G.  
Canada—HON. SIR ADOLPHE CARON, P.C., K.C.M.G.  
HON. GEORGE E. FOSTER, P.C., LL.D.  
SANDFORD FLEMING, Esq., C.M.G.  
Tasmania—HON. NICHOLAS FITZGERALD.  
New South Wales—Hon. F. B. SUTTOR.  
Cape of Good Hope—SIR HENRY DE VILLIERS, K.C.M.G.  
SIR CHARLES MILLS, K.C.M.G., C.B.  
South Australia—HON. THOMAS PLAYFORD.  
New Zealand—MR. A. LEE SMITH.  
Victoria—SIR HENRY WRIXON, K.C.M.G.  
HON. NICHOLAS FITZGERALD, M.L.C.  
HON. SIMON FRASER, M.L.C.  
Queensland—HON. A. J. THYNNE, M.L.C.  
HON. WILLIAM FORREST, M.L.C.

### TELEGRAM FROM LORD ROSEBERY.

SIR ADOLPHE CARON.—I have the pleasure of reading to you a telegram addressed to Hon. Mackenzie Bowell, and signed by Lord Rosebery :—

EPSOM, 3rd of June, 1894.

I am anxious to express to you as the President the sympathy and interest with which I am watching the proceedings of the conference, which should be of such happy augury for the future of the Empire.

ROSEBERY.

### THE PACIFIC CABLE.

Hon. Mr. SUTTOR.—Before moving the resolution of which I have given notice, I should like to say it has been represented to me by one of my friends at the conference, that perhaps it may be as well if I permitted Mr. Sandford Fleming to read some statement to the conference before I move the resolution. But I feel that if I move this resolution I must be responsible for it ; and take the responsibility of it by defending my action in speech. If Mr. Sandford Fleming wishes to make some statement before any other member of the conference speaks, I am quite willing to withdraw my resolution and allow any other member to take it up, but if it is to stand in my name I must support it by speaking to it. I am only too happy to meet Mr. Fleming's views in any way I can, but I do not feel that I can move the resolution *pro forma* and allow some other gentleman to speak before I do.

Sir ADOLPHE CARON.—If you move your resolution you may speak to it.

Hon. Mr. SUTTON.—Yes, but I have been told that I should move it *pro forma*, and let Mr. Fleming explain.

Sir ADOLPHE CARON.—Oh, no.

Hon. Mr. SUTTON.—I am quite willing to let him speak first, if he moves the motion.

Hon. Mr. FRASER.—That was never intended. Mr. Bowell requested Mr. Fleming to prepare a statement on this subject, and clear away all the cobwebs and put it on such a footing that it would make it easy for the various members to understand the question, and I merely suggested to my friend Mr. Sutton whether it would not be perhaps as well for Mr. Fleming to read that document, and not to propose a motion. Mr. Fleming has made no request at all. He is quite willing that Mr. Sutton should proceed with the motion.

Hon. Mr. SUTTON.—As it is the wish of the conference I shall move the resolution standing in my name. I beg to move :—

“That in the opinion of this conference, immediate steps should be taken to provide telegraphic communication by cable under sole British control between the Dominion of Canada and Australasia.”

In doing this I desire to say that this resolution is framed so that we shall in the first instance consider the proposition in as general a way as is convenient and possible to do; and although I move this resolution in this form, of course, it is not to be considered that I pledge my government to support the cable, whatever the cost may be, or whatever the conditions under which it is to be constructed. The members of the conference all feel that a good deal of light will be thrown on the subject now before us during this debate, and I am moving the resolution chiefly with a view of inviting the conference to consider the position and whether this proposition to connect Canada with the Australasian Colonies by cable is or is not practicable. Now, in dealing with the matter I desire, as succinctly as I can, to place before the members of the conference an historical sketch of what has been done in connection with this project from the date of the conference held in London, in 1887, until the present time, and I shall not detain them at greater length than is absolutely necessary. I find this proposition first took definite shape when the conference sat in London, in 1887, on which occasion one of the representatives from Canada moved two resolutions which were carried. The first resolution adopted was :

“That the connection recently formed through Canada from the Atlantic to the Pacific by railway and telegraph opens a new and alternative line of imperial connection over the high seas and through British possessions, which promises to be one of great value alike in naval, military, commercial, and political aspects.”

The second resolution deals more directly with the matter we are now considering, and it is in the following words :—

“That the connection of Canada with Australasia by direct submarine telegraph across the Pacific is a project of high importance to the Empire, and every doubt as to its practicability should, without delay, be set at rest by a thorough and exhaustive survey.”

Now, although a resolution was carried, as I have already said, in the conference as far back as 1887, I regret that the position has not since advanced beyond that stage. Although that conference in very explicit terms expressed a wish that the doubt, if there were any, as to the practicability of establishing this cable, should be set at rest with as little delay as possible, still I fear that doubt still exists. After that resolution was carried, or about the same time—I am not quite sure as to whether

## Colonial Conference.

it was during the sitting of the conference, or after or before, but at any rate it was about that time—Canada itself made an appeal to the Imperial Government, and offered the use of a vessel with which to carry out the necessary survey between Vancouver and Honolulu, or through points in that direction, and she offered not only to find the vessel, but to defray half the cost of such survey. Then after that, another appeal was made from the conference to the imperial authorities asking them to undertake this work, which it must be patent to all must precede everything else—that is, to make a thorough survey of the proposed route. Well, this matter was considered by the imperial authorities, with the result that in reply to a letter from the delegates, transmitted through Lord Knutsford, to the Admiralty, the Secretary of the Admiralty wrote :

Unless the Secretary of State has reason to believe that a submarine cable is likely to be laid from Vancouver to Australia very shortly, their lordships would not propose to despatch a surveying vessel for the sole purpose of obtaining soundings over the route, but they will endeavour to arrange that soundings should be gradually obtained during the next few years in the ordinary course of hydrographic surveys.

Well, that appears to have been the position taken by the imperial authorities upon a request made not only by the conference I have alluded to, but also by the Government of this Dominion ; and although one vessel was for a short time employed in making a survey on the Australian end of the line, still I think I am stating what is correct when I say that no survey whatever has taken place between Vancouver and Honolulu from that time up to the present ; and the only way in which we can at all arrive at an idea as to the depth of the ocean or any part of the route proposed for the cable is by consulting the reports of the survey made from Honolulu to San Francisco by the United States Government by means of the vessel "Tuscarora." Now, as I said, it is, I think, rather unfortunate that the Imperial Government are not more energetic, if I may use such a term, in carrying out their promise, because undoubtedly they made a promise to the effect that a vessel would be employed, and that the survey would gradually go on, and that in the course of two or three years they hoped the survey would be complete ; but instead of carrying on the survey which was commenced, the vessel was withdrawn, and so far as we know nothing further has been done. The next step taken was by a conference held in Sydney, in March, 1888.

On the 7th of March, 1888, a resolution passed at a postal conference held at Sydney, all the Australian Colonies being represented, was telegraphed to Lord Knutsford. The telegram asked that the Admiralty might be moved to make an early survey of a suitable route for ocean cable telegraph by way of the Pacific Ocean from Vancouver Island, the cost to be defrayed by Her Majesty's Government, the Government of Canada, and the Australian Colonies. The Colonial Office immediately communicated with the Admiralty, and asked for an approximate estimate of the probable cost of a survey. The Admiralty replied on the 4th April, 1888. Their letters stated that Her Majesty's ship *Egeria* was on the point of sailing from Sydney to clear up the dangers and fix the positions by a survey of the islands on the route from New Zealand to Vancouver, and that the vessel had orders to obtain in the course of this work deep soundings, which would in two or three years furnish more detailed information than now existed as to the varieties of depths to be expected on the general line of cable. I have mentioned that already. As to the probable cost of the survey, it was stated that the annual cost of Her Majesty's ship "*Egeria*" was about £12,000, and that if a similar vessel was provided especially for the purpose of making a complete survey of the best

ocean route and landing places, the cost would be about £36,000. This estimate was irrespective of the value of the vessel and the cost of her fitting her out. And then again the opinion expressed in the letter from the Admiralty was to the same effect, that unless the imperial authorities could be satisfied that some definite progress was going to be made, and there was some probability of the work being carried out within a reasonable time, they did not see that they were justified in immediately carrying on this survey at considerable cost.

Hon. Mr. FOSTER.—What was the computation as to cost?

Hon. Mr. SUTTON.—The annual cost of the surveying vessel "Egeria" would be about £12,000, and if a similar vessel were provided for the purpose the total cost of the survey would be about £36,000. Well now, the next steps the colonies appear to have taken after that were those taken at the Postal Conference a few months ago, which was held in New Zealand, where delegates representing all the Australian Colonies assembled, the majority of these gentlemen being the Ministers in charge of the Postal Departments, having direct knowledge of the subject they wished to confer upon. That conference which met only a short time since carried the following resolution :—

That considering the important interests involved, both of a national and commercial character, in the establishment of a Pacific cable, the representatives of the respective colonies assembled at this conference recommend their governments to consider the desirability of entering into a guarantee with the other countries interested for a period not exceeding fourteen years, and to guarantee interest at four per cent on a capital of not more than £1,800,000 to any company undertaking the laying of a Pacific cable; the tariff not to exceed 3s. per word for ordinary telegrams, 2s. per word for government telegrams, and 1s. 6d. per word for press telegrams to and from Great Britain and the colonies; and that the United Kingdom be asked to join in the guarantee; the routes to be either of the following: Brisbane to Ahipara Bay (New Zealand), Ahipara Bay to Suva, Suva to Apia, Apia to Fanning Island, Fanning Island to Sandwich Islands, Sandwich Islands to Vancouver or from New Zealand to Suva, Suva to Apia, Apia to Fanning Island, Fanning Island to Sandwich Islands, Sandwich Islands to Vancouver.

Now, sir, that is the position apparently of this proposal until it arrives at the stage it is now in, when we are invited here to consider what further steps we can adopt to bring about what the great majority of us here by our very presence show that we approve of. Of course, difficulties may arise and different opinions may be held by some members of the conference as to the best mode of carrying out this project, and as to the degree of responsibility we are prepared to enter into with our respective governments. That, no doubt, will come out in the discussion which will follow the moving of this motion; but as my friend Mr. Lee Smith has given notice of an amendment, and as I understand the delegates from the Cape desire to enlarge the scope of the resolution, with a view, perhaps of having discussion upon some proposal which may be made, I would like to read the executive minute that was passed in Canada and sent down to the Australasian Colonies signed by His Excellency Lord Aberdeen. This minute requests that delegates from the Australasian Colonies and Fiji shall meet at Ottawa :—

For the purpose of considering the trade relations existing between Canada and their respective countries and the best means of extending the same and of securing the construction of a direct telegraph cable between these colonies and the Dominion of Canada.

Therefore, so far as this resolution I am now moving is concerned, I am inclined to think the discussion will have to be restricted to the proposal to construct a cable between the Dominion of Canada and the Australasian Colonies; but if that be not so, I am quite prepared to deal generally with the matter under discussion. Now, sir, if there is any one man more than another who deserves the congratulations of the people of Canada for the energetic way in which he has endeavoured to bring

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about the construction of this cable, it is Mr. Sandford Fleming. He has, in a way we seldom find any gentleman doing, given an enormous amount of attention to the subject now under discussion, and I am sure he deserves not only credit for doing so, but also the thanks of every patriotic Canadian in this Dominion for the very great exertions he has taken in this direction. We must all of us have read with a great deal of interest the numerous letters he has written and the sketches he has given on the subject, and undoubtedly to all of us they have been matters of great interest. Mr. Sandford Fleming, arguing in favour of his proposal, says practically that the construction of this cable across the Pacific would, in the first instance, stimulate and facilitate commercial intercourse; and I think that is so apparent from the facts that it needs no argument to prove it beyond those given by Mr. Fleming. Another argument that he uses is that the construction of such a cable would greatly assist in the defence of the colonies during the time of war; and this, I think is a point we cannot lose sight of, especially in connection with the position which the Imperial Government may take with regard to this proposal; because we feel that if this cable is going to be constructed, it should be a work of a national character, and that all parts of the Empire interested should accept some of the responsibility in connection with the laying of it. That is a point I will discuss later on at greater length.

Now, if I am correct, Mr. Sandford Fleming's arguments are under three heads. His third argument is that the laying of such a cable will largely reduce the cost of cable messages between Australia and Canada and the United States, and that must be admitted as one of the strongest arguments in favour of this cable from a commercial point of view. It will not, I hope, be considered inopportune if for a few moments I go into the details of what the different routes proposed by Mr. Sandford Fleming are. I will point out his arguments in favour of them as shortly as I possibly can, and then I think it is only fair to the members of the conference to point out the objections raised by the imperial authorities to his proposals. I think we might have maps at our disposal by which we might trace the different routes. To begin, Mr. Fleming suggests four routes, no one of which renders it necessary to go outside of British protection. In the memorandum that he wrote in Sydney, on October 11th, 1893, he described definitely four routes which he proposes, any one of which he argues, would be without undue cost. Route 1, he proposes to commence at Vancouver Island, and extend to Fanning Island, and thence to the nearest island of the Fiji group. From Fiji it could run direct to New Zealand, and thence to the Australian continent; or it could go from Fiji to Norfolk Island, and from there bifurcate to the northern part of New Zealand and to a convenient point near the boundary between New South Wales and Queensland. The length of this line would be 7,145 knots and the cost would be £1,678,000. The second route proposed would go from Vancouver Island to Necker Island, a small unoccupied island 240 miles from the Hawaiian group. From Necker Island it would go to Fiji, and thence, as in route No. 1, to New Zealand and Australia. The length of this line would be 7,175 knots and the cost would be £1,585,000. The third route would go from Vancouver Island to Necker Island, and thence to Onoatua or some one of the eastern islands of the Gilbert group. From the station in the Gilbert group, two branches would extend—one to Queensland, and the other to New Zealand. The Queensland branch would touch at San Christoval Island in the Solomon group, and terminate at Bowen, connecting at

that point with the land lines easterly to Brisbane and Sydney, and then going westerly to the Gulf of Carpentaria, where a connection might be found with the overland line to Adelaide, leading to Victoria, Tasmania, South and West Australia. The New Zealand branch of the route would find a mid-station on Viti Levu, the southern island of the Fiji group. The length of this line would be 8,264 knots and the cost would be £1,825,000. Then the fourth route would be from Vancouver to Necker Island, and thence in a direct line to Bowen, touching at Apamana—a central island in the Gilbert group—and at San Christoval of the Solomon group. At Bowen, as in the case of route 3, the line would connect with the southern colonies by means of the overland line to Adelaide. This route offers probably the shortest line between any part of Canada and any part of continental Australia, but it has the disadvantage of excluding from its telegraphic service the Fiji Islands and New Zealand. That line would be in length 6,244 knots, and cost £1,380,000 according to the estimate given by Mr. Sandford Fleming. It may not be inopportune to remind the members of the conference that three out of the four of the routes, outlined or proposed by Mr. Fleming, touch Necker Island, and until a short time ago Necker Island was apparently no man's land. It was supposed to be open to annexation by any nation, hence it was a reasonable proposition to make that a part of Mr. Fleming's scheme and land the cable on Necker Island with a view to lessening the distance between Vancouver and Fanning Island, if such a course were found to be necessary. He proposed to carry the cable from Vancouver to Necker Island to shorten the distance. That was the position until a few weeks ago. I understand in the estimate of cost given by Mr. Sandford Fleming he has added 20 per cent to the mileage for "slack" in order that the cable may be safely laid at all depths, and in the case of No. 1 a special allowance is made on account of the unusually long section between Vancouver and Fanning Island. Mr. Fleming is so intimately conversant with this project, that we cannot allude to this work without constantly using his name. I find that he has made several proposals in regard to the way in which his scheme should be carried out. The first proposition is that the work should be carried out through the agency of a company liberally subsidized, and the second is that it shall be a public work carried out entirely under government control—each government interested paying pro rata for the construction. Now with regard to these two proposals made by Mr. Sandford Fleming, I think I shall be justified in expressing the opinion that so far as the government of New South Wales, of which I am a member, is concerned, I do not think that we can see our way clear to enter into any arrangement such as that by which this cable will be constructed directly by the government itself. My government is not prepared at the present time to enter into any such proposal as that. Mr. Fleming admits that he recognizes the difficulty arising from the obligation of certain of the Australian governments to pay the Eastern Extension Company until May, 1899, an annual subsidy of £32,400, but he considers that it can be readily overcome by providing out of capital an annuity to meet the subsidy as it annually becomes due. That, of course, is in the event of the government of the different colonies arranging to carry out this work themselves. While I do not think it is at all likely that the governments will enter into any such proposal as that—I may say here, in parenthesis, with regard to the Eastern Extension Company, that the colony I come from (New South Wales) has no feeling whatever against that company. We feel that during the time



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it has been in existence it has done good work. We feel that it has on every opportunity met the wishes of the different Australian Governments, so far as it could within reasonable limits. And, if the construction of the Pacific cable means the destruction of the other cable, I do not see that by constructing the Pacific cable and destroying the other we shall be in any better position than we are at present. Therefore, whilst I am quite prepared to give all the assistance that I legitimately can with my instructions, to the consideration of this cable, I do not see that we should be justified in constructing it if it is going to cause the destruction of the one already in existence. We feel that there is work for both these cables, and that we should assist in every possible way we can in doubling this communication between the parts of the Empire concerned. Therefore, we are of the opinion that whilst we will give all legitimate assistance to the proposal now under consideration, at the same time we do not in any way desire to unnecessarily hamper or restrict or discourage the companies already in existence by which we have telegraphic communication between Europe and Australasia.

Hon. Mr. FOSTER.—The Eastern Extension Company is Sir John Pender's?

Hon. Mr. SUTTOR.—Yes, but I think the more we leave out the names of individuals in these discussions the better. Some little time since, Mr. Fleming was under the impression that we had no hope of getting any assistance from the imperial authorities, and he then suggested that the Dominion of Canada and the Australian Colonies with Fiji should take up this work and build the cable at the cost of these great dependencies. Although I do not for a moment doubt the capacity of the different colonies for constructing a work of such magnitude, still I feel that the imperial authorities, if this line is to be considered a national one, should assist us in the construction of such a work. The imperial authorities ought to do this, if it is to be considered at all from a national point of view. We find that one colony which is now rapidly increasing both in population and importance, Fiji, is a Crown colony, and as we all admit, if this cable is to be a success, it should go through as much British territory as possible, and Mr. Fleming's proposal is that it should go through Fiji. As Fiji is a Crown colony, I do not think we are asking too much, even from that point of view, in requiring that the Imperial Government should give some assistance in this great undertaking. Now, it is not necessary for me to dilate further on the advantages that we must all see would be derived from the construction of this cable. We, in Australasia will be placed in direct communication, not only with this great Dominion of Canada, but with the great nation adjoining her boundaries with its sixty-odd millions of people—the United States of America—with whom we are on the most friendly relations, and with whom we consider the importance of trading, which is only natural. If this cable should be constructed, if possible through English territory, between Australia and Canada, one of the strongest arguments in favour of it no doubt is, that it will foster, not only fuller communication with the Dominion of Canada, but the whole of this great continent of America, than we now have. It will materially cheapen the means of communication between these two sections which are now becoming larger and more important every day. As this matter has been for some time under the consideration of many scientific men—I have as shortly as I could pointed out the advantages derivable from the proposed line—it is now only right that I should give an epitome of the reports from scientific men who have objected to some of the proposals submitted by our friend Mr. Sandford Fleming. These reports point out that there is a strong probability of some of his proposals being impracticable,

or if not impracticable, at least so costly that no direct good would come from the construction of such a line. In December, 1892, the Secretary of State for the Colonies, wrote to the Postmaster General, in London, upon the question of the construction of the submarine cable between Vancouver and Australasia, and on the 5th of July, 1893, a reply was sent to that letter, and although they did not fix upon one of the lines suggested, they fixed practically upon a somewhat similar route and they discussed the possibility of constructing a cable over that route. The proposal the Postmaster General made through his scientific officer, was that the line should go from Victoria, Vancouver Island, to Fanning Island, which is a distance of 3,298 knots, and from Fanning Island, to Canton Island, and from Canton Island to Fiji, and from Fiji to the Bay of Islands, New Zealand, a total distance of 6,353 knots. To this it was necessary to add, what Mr. Fleming has done to his lines, 20 per cent for "slack," making the total distance 7,623 knots. Now that distance, according to the report, between Fanning Island and New Zealand can be laid without any unusual cost, and experience shows there will be no great difficulty at all in constructing that portion of the cable. It will be sufficient there to lay a cable of which the core would consist of 130 pounds of copper and 130 pounds of gutta-percha to the knot, or £150 to the knot, or say £549,900 for the three sections from Fanning Island to New Zealand. But they take great exception to the proposal to lay a cable from Vancouver to Fanning Island, by reason of the stretch of distance and unknown depth that will have to be spanned between those two points, and they say that even to secure a moderate working speed of twelve words a minute, you will have to lay a cable with a core of 940 pounds of copper and 940 pounds of gutta-percha to the knot, and the cost of manufacturing and laying such a cable would be £600 a knot or £2,374,200. So you will see whilst the ordinary cable contains 130 pounds of copper and 130 pounds of gutta-percha to the knot, according to these authorities, if we lay a cable from Vancouver Island to Fanning Island, we shall require one containing 940 pounds of copper and 940 pounds of gutta-percha to the knot. The total cost of the whole line, from Vancouver to New Zealand will be about £2,924,100, or roundly, the construction of this cable from Vancouver to Australasia, if we have to construct it from Vancouver to Fanning Island, means the enormous sum of £3,000,000. The great trouble will be to span the great space between Vancouver and Fanning Island. Perhaps, coming as we did from the Australian Colonies, we have not been able to secure the latest information on the subject, and I am only too glad to have been just now informed by his lordship the Earl of Jersey that the figures I have just quoted have been reduced from roundly £3,000,000 to £2,128,650.

LORD JERSEY.—The cost is put at less, viz., about £1,800,000.

HON. MR. FITZGERALD.—And on accurate survey might be still less again, the figures of the survey being so very incomplete.

HON. MR. SUTTON.—I am glad to have this later information. I am glad to find there is so much reduction in the estimated cost. Still the cost of the construction of this line can only be approximate, because we have from Vancouver Island to Fanning Island a stretch which is absolutely an unknown sea. Until we get that length thoroughly measured as to depth, I take it that no officer of any experience can give any definite idea as to what the cost may be. The depth between Vancouver and Fanning Island may not be so great as we have been led to believe. Of course, if it be not so great, the cost of laying the line would be very

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materially lessened. I have corrected some of the figures I have made with regard to the cost estimated by the Postmaster General at London. But besides that a further report was submitted to the imperial authorities by the hydrographer of the British navy, and although that report dates back as far as 1887, I am informed by Lord Jersey, that so far as the estimate is concerned, the information upon the probability of carrying out this line remains as it was.

Lord JERSEY.—Substantially.

Hon. Mr. SUTTON.—Substantially the same. I do not think we can easily cast aside the statements of a responsible officer, such as the hydrographer of the navy, and we are bound to consider, if we can, any objection raised by a high authority as he must be. It seems to me the position he takes, appears to be strong, and it requires some very forcible arguments to show that the statements made by him in connection with this matter are altogether unworthy of consideration. He pointed out that to minimise the effect of breakdowns on a submarine cable, the individual length between the landing places should be as short as possible, in order that the time lost in bridging over by a steamer, until the repairs can be made good, should be reduced to a minimum.

The proposed line, would not only be made up of the longest length of submarine cable known, (the proposed line of cable between Vancouver Island and Fanning Island) "but the state of trade at the calling places, is such that steamers might not be available for temporary service in case of a messenger vessel being required." These difficulties can be got over. Further the hydrographer states "(1) that very few soundings exist on the actual line proposed; (2) that the soundings near this line show that the depth is unusually great, and therefore unfavourable for repairing; (3) that the probability of sudden inequalities at the bottom are very great, in such an island-studded sea, and that such inequality would be also unfavourable to the maintenance of the cable; and (4) it would require a long and minute search by a vessel perfectly fitted out for sounding before the best route could be selected." "It is very doubtful therefore," the hydrographer concludes, "what the ultimate cost of the undertaking may be, and even at the estimate of £2,000,000, it is more than doubtful whether it could possibly be made to pay," and now this is the concluding paragraph of the hydrographer's remarks which I am quoting. We all desire to be enlightened and I will be very glad to listen to any reply. He says:

As a single line of submarine telegraph has never yet been found to answer commercially, it would probably be necessary to duplicate this one; and this would cost about £1,500,000 extra.

Now, if we are to involve our colonies in such a large expenditure, not only for the single cable, but it may be to duplicate it, we shall have to seriously consider whether we are in a position at all to undertake such a proposal as this, but we know that, although a single cable may not be as convenient as a double one, many telegraph lines have worked with a single cable for some considerable length of time before the duplicate has been laid down. As the Eastern Extension Company has already been mentioned by me, I do not think it is necessary at this stage that I should use any arguments raised by them in objection to this proposed line. I have restricted myself wholly to the opinion expressed by the different officers employed by the Imperial Government. I have alluded to the report submitted by the Postmaster General, and to the report furnished by the hydrographer of the navy. The Secretary of Telegraphs, in New South Wales, Mr. P. B. Walker, who, I think, will be admitted by any one knowing him, to be an officer of high standing and considerable ability, discusses these proposals as submitted by Mr. Fleming. First of all he questions the accuracy of the estimated cost.

Hon. Mr. FRASER.—Mr. Walker is the Secretary of Telegraphs for your colony ?

Hon. Mr. SUTTON.—Yes, he is the Secretary of Telegraphs for New South Wales. He disapproves of all the routes proposed by Mr. Sandford Fleming, and questions the accuracy of his estimate of cost. But his disapproval of the routes are from a commercial point of view rather than from a national or strategic point of view. Mr. Fleming's desire is that this cable should be laid absolutely and entirely through British territory, while this officer looks upon it from the commercial point of view rather than the national point of view. With regard to the length of distance to be spanned between Vancouver and Fanning Island, Mr. Walker is very strongly of the opinion that it is not at all likely such a length of cable could be successfully worked. He says route No. 1, as proposed by Mr. Fleming, would be a mistake, as such a length of cable as that required between Vancouver Island and Fanning Island, (3,200 nautical miles) without any intermediate relay, would not work satisfactorily. He points out that it is well known, that when a cable over 3,000 miles in length is worked in a direct circuit, great difficulty is experienced through the slow progress in working, and he is quite sure that no cable company would attempt such a cable. The longest length of cable worked en route to England extends from Bombay to Suez, a distance of 3,253 knots, but it touches at Aden where an intermediate relay is inserted to assist the circuit. There is another cable from Alexandria to Gibraltar, 2,037 knots, with an intermediate relay inserted at Malta, and there is also a cable from Port Darwin to Singapore of 2,055 knots, with a relay at Banjoewangie, and one of 1,770 knots from Singapore to Madras with a relay at Penang. From the practical experience of the existing cable companies, such a proposal as that to connect Vancouver and Fanning Island direct is not, he thinks, satisfactory. At this stage it will not be necessary for me to detain the conference by discussing in detail, or at any very great length, the financial part of this matter. I think as far as I am concerned, I might leave that to a subsequent occasion if it becomes necessary. My government are not in any way tied down to any particular scheme or any particular route ; but I am prepared to listen to every suggestion made and every argument used in reply to the objections taken as to the practicability of the route proposed between here and Fanning Island. If that route cannot be carried out, no doubt some alternative proposal can be made. Now, as I have already stated I feel that this, if it should be undertaken at all, should be undertaken as a great national work. I hope that those of us representing the Australasian Colonies will, if possible, work harmoniously in endeavouring to bring about what we must all admit would be a very great benefit, not only to ourselves, but to the Dominion of Canada, and also to England. If this is to be considered from a national point of view, and if it will be possible to construct this cable entirely through British territory, we shall not be asking too much if we inquire of Lord Jersey, who represents the Imperial Government, how far the Imperial Government is prepared to assist us in the work which we propose to take in hand. If we are informed that the Imperial Government do not see their way at all to assist, then the question will remain with us whether we shall have sufficient power behind us to construct this line irrespective altogether of the British Government. With regard to the preliminary step that must be taken ; that is to say, the necessary survey between Vancouver and Fanning Island, or between Vancouver and any other island which may be chosen as an alternative route, I am permitted to say that my government is quite prepared to bear its proportionate share of the expense of that survey, if the Home Government do not see their way to meet it with the ordinary

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means at their disposal. As to the way in which the line will be constructed, I do not think that my government will agree to any proposal by which the work shall be carried out under the direct control or at the cost of the governments. We feel that this, as other projects of a similar nature, should be allowed to rest with private enterprise; and further, although I am not directly prohibited from entertaining any proposition that will necessitate my government granting a subsidy in the event of such a line being undertaken; still at this stage I must say that we would much prefer that our responsibility should not be beyond those laid down by the conference in New Zealand. We are not prepared to subsidize any company, but we are quite prepared to enter into a guarantee as defined by the conference in New Zealand, to provide that any company undertaking this work should not be at a loss; in other words, that we should provide the difference between some fixed amount of interest mentioned and the deficiency that would arise between the net receipts and that amount. So far as I am concerned, and those I represent, we shall be willing to go as far as that. I do not feel that we are in a position at this early stage to consider this subject in detail, and therefore I have asked you to approve of this resolution, which simply expresses the opinion that early steps should be taken to connect the Dominion of Canada with the Australasian Colonies. Sir, I have very much pleasure in moving the resolution as it stands in my name.

Lord JERSEY.—Might I ask Mr. Suttor one question; it is rather a leading one, but what would be the basis of the pro rata arrangement to which you alluded as having been suggested by the New Zealand Conference?

Hon. Mr. SUTTOR.—The pro rate amount would be taken, as is generally done in our colonies, on a population basis. That is the basis we pay our subsidies on, and no doubt we would pay this the same way.

Lord JERSEY.—But as regarded Great Britain and Canada?

Hon. NICHOLAS FITZGERALD.—Lord Jersey appears to be asking what the proportions would be of payment between the Imperial Government and the Australian Colonies.

Lord JERSEY.—That is the question, and it is very important.

Hon. Mr. SUTTOR.—I will refer to the resolutions I have already read which were passed at the New Zealand Conference.

Mr. LEE SMITH.—It is half and half; Australian Colonies half and Canada and Great Britain half.

Hon. Mr. SUTTOR.—That was the proposal made some time ago.

Lord JERSEY.—It was supposed to be a tri-partite agreement?

Mr. LEE SMITH.—Exactly.

Hon. Mr. SUTTOR.—I think I am only echoing the sentiment of my fellow members when I say that if the Imperial Government will come in, in a reasonable way we shall be prepared to accept all the responsibility we can in this matter.

Mr. LEE SMITH.—Would it not be a convenient way to move my amendment now, seeing a similar question has been raised by Sir Charles Mills? It would clear the ground.

Sir ADOLPHE CARON.—I should like to know if any gentleman wishes to speak to this motion and then I would hear the amendment.

Hon. Mr. FRASER.—I think it would be greatly to the advantage of members of this conference if the paper of Mr. Sandford Fleming were taken now. The motion is now afloat.

MR. SANDFORD FLEMING.—There are two or three points raised by the delegate from New South Wales which I would like to refer to, but I am afraid it would take up the time too long. I may have an opportunity of referring to them at a later stage. At present I will as desired, read the paper which I prepared at the instance of the Minister of Trade and Commerce:—

MR. PRESIDENT, MY LORD AND GENTLEMEN :

Every thoughtful man must be impressed with the importance and significance of this gathering in the Canadian capital. We have here assembled representative men from the British peoples who dwell in distant parts of the world, who have travelled to Ottawa, some of them from the other hemisphere, to consider matters of common interest, and determine the best means by which we can be drawn closer together. The primary object, or at least one of the primary objects of this conference, is to effect some practical arrangement for the establishment of a Pacific cable. The subject is one to which I have given my attention for years, and in placing before you the views which an earnest consideration of the question has led me to entertain, I am sustained by the conviction that I am performing a public duty in doing so. May I then venture to hope, that you will not consider me as unduly intruding the opinions I express and that you will absolve me from the charge of undue self-assertion.

There are many leading minds in the mother country, in Canada and throughout the colonies who recognize the value to the Empire of a telegraph across the Pacific, who indeed wonder that it has not before now been established. One reason is the opposition of a strong joint stock company, the managers of which have exercised their hostile influence in every possible way since the first inception of the project. It seems proper therefore before taking up the broader and more important considerations, that I should in a few words examine the position taken by that company and answer the principal arguments they have advanced.

With your permission, I will allude to the latest hostile utterance. It may be found in a recent communication from Sir John Pender, the influential chairman of the Eastern Extension Telegraph Company. This document was addressed to the Colonial Office, London, on April 4th of this year; a copy was sent on April 14th to His Excellency the Governor General of Canada for the information of the Canadian Government. Two days later, April 16th (and it must have been communicated by telegraph to Australia), it was sent from the office of the Eastern Extension Telegraph Company in Melbourne to the Premier of Victoria, and I have reason to think that copies were sent at the same time to every one of the governments of the Australian Colonies. Thus it is obvious that the chairman of the company attaches great weight to this document in which strong representations are made in opposition to the Pacific cable, and if he be correct in his statements and right in his conclusion, I may almost say that this conference need go no further in the matter. But, however much the opinions of Sir John Pender may command respect, I am impelled to express my strong dissent from them in this instance, and in doing so I shall with your leave submit the reasons, on which I ground my objections to the statements and representations, which he has thought proper to bring to the special notice of all the governments interested.

Sir John Pender, represents that the existing service was established solely by private enterprise, and that it has received but little aid from government; that a cable across the Pacific is not required; that it would require, in order to make it succeed, an annual grant, in the form of subsidy or guarantee, of £192,235 sterling; and that as it would be a serious injury to the existing service, the government could not in equity, refuse to assist to the same extent the Eastern Extension Company. He likewise asks, that if it be determined to establish the Pacific cable, the government should hand over the requisite subsidies to his company to carry out the undertaking.

In answer to these representations I desire to remark:

In one of the first paragraphs of his communication Sir John Pender writes:—

“In the first place it ought not to be overlooked that the existing telegraphic communication with Australia was established by private enterprise without any governmental assistance whatever in the form of subsidy, guarantee or exclusive landing rights.”

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Subsequently, he qualifies this statement by admitting, that subsidies at a later date were granted. While in one sense he may be correct in stating that the telegraph company was brought into operation without governmental assistance, it is equally certain that, in order to make the service more efficient, government aid was subsequently sought and obtained. It is a matter of notoriety, that the telegraph company as it exists to-day is indebted to governmental assistance for its present prosperous condition. The public accounts establish that sums have been paid by the Australian and New Zealand governments amounting in all to £616,250. Moreover, these governments are under obligations to make further yearly payments of £32,400 for each of the coming five years, amounting to £162,000; thus making the total amount received and receivable equal to £778,250. Even this total sum does not represent the full pecuniary consideration agreed to be given the company by these governments, for under a guarantee arrangement entered into four years ago by some of the colonies, further sums are payable.

It is readily conceded, that the trade and commerce both of Great Britain and Australia have been greatly benefited by the use of the Eastern Extension Telegraph, but even in view of this fact it can not be claimed on behalf of the company that governmental aid on an exceedingly generous scale has not been extended to it. Let us estimate the cost of the cable between Asia and Australia; the length of line from Singapore to Port Darwin is, according to the hydrographer of the Admiralty, 1,925 miles, and a single cable over this distance could be laid for £354,000. The company will have received including the future amounts receivable from the governments not less than £778,250, a sum considerably in excess of the cost of two cables over the whole intervening distance from Asia to Australia. Thus it may be said that the Colonial Governments, in one form or another, have paid from the public exchequer capital sufficient to establish the whole of that portion of the company's system which controls Australian business.

In other respects the company has not been unrewarded for its venture. Notwithstanding the fact that it has been so liberally subsidized by the government, the company has exercised its power to exact from the public, enormously high rates for the transmission of messages. As a consequence the revenue has been very large indeed. We learn from the published reports that a dividend of 7 per cent has been paid on the stock, which is held at a premium. But it is well known, that the stock as it stands to-day represents but the nominal capital of the company, and 7 per cent on the nominal capital is equal to over 9 per cent on the original investment. Perhaps I may make this clear by reading a few lines from an excellent authority, "The Economist," of August 23rd, 1890, page 1076:—

"It is worth while examining into the claims which the various cable companies put forth to an adequate remuneration on their invested capital. Six and a half and seven per cent, though very fair rates as times go, are nothing extraordinary in themselves upon investments of twenty years' standing. But it must be remembered that these are the rates payable on a watered capital, and that they represent considerably higher returns upon the money actually put into the cables. Thus the Eastern capital was watered to the amount of £819,500, and the Eastern Extension to the amount of £472,500, and a dividend of 6½ per cent on the Eastern capital should read as over 8½ per cent on the original capital, while 7 per cent on the Eastern Extension capital means over 9 per cent on the capital prior to its being watered. Beyond this, these companies have worked themselves into a strong position by not dividing to the full extent profits legitimately earned. The dividends have been no guide to the profits made, and if requisite the tariffs could be much reduced without affecting the payments to the shareholders."

"The Economist" goes on to point out the large reserves which have been accumulated out of revenue. On this point I shall refer to even a higher authority than "The Economist"—I shall refer to the directors of the company themselves. The statement recently laid before the shareholders by them states, that at the close of the year 1893 the total sum of £633,686 had been thus accumulated after paying out of revenue the cost of new cables and cable renewals to the extent of £1,160,685. These are very large

sums to be realized out of revenue, in addition to the dividends which have been regularly paid, and perhaps the fact may in part explain the hostility of the Eastern Extension Company to the Pacific cable. It is but natural, that the company should object to have a business so lucrative being interfered with by a line, which they are warranted in thinking would prove a formidable rival.

It is not necessary to refute the opinion of the chairman of the Eastern Extension Company with respect to the inutility of a telegraphic connection between Canada and Australia. It is scarcely possible to find a single man unconnected with, or uninfluenced by, the existing telegraphic company, who will accept Sir John Pender's conclusions on this point. It would be a waste of time were I to repeat the arguments which have been advanced to prove that the Pacific cable is really indispensable. I will, however, refer the members of the conference to the report on the mission to Australia by the Canadian Minister of Trade and Commerce, which has recently been issued. It may be remarked in addition to what is therein stated, that a strong practical proof of the necessity of the cable is furnished in the late stranding of one of the steamers of the line established last summer, and the long suspense and anxiety everywhere felt as to the fate of passengers and crew. Moreover is not this conference, is not the presence in Ottawa to-day of delegates from our distant sister colonies, evidence sufficient to show that the governments they represent do not accept the opinion that there is neither commercial nor political needs for the cable? On the contrary, does not this assembly mean that our fellow colonists of Australia and New Zealand are fully alive to its necessity?

Sir John Pender expresses the opinion that the Pacific cable will not succeed, unless enormous subsidies be granted. He estimates that the government would require to make up by subsidies or guarantee no less than £192,235 annually. Among other causes of expense, he asserts that it will be necessary to charge annually upon revenue £105,000 as a fund for "amortization" to effect the renewal of the cable every fourteen years. I am in possession of a letter which Sir John Pender, caused to be sent to the Premier of Victoria, on April 27th last, in which he incidentally admits, that the Eastern Extension Company did not take the course with respect to "amortization," which he says would be the unavoidable consequence in the case of the Pacific cable. What he there states is that "in early days our earnings only admitted of very limited contributions to reserve." To my mind it will be the same with the Pacific cable, and it is difficult to assign any reason why the principles acted upon in the first years of the existing company should not be applicable in the case of the new enterprise. No one can expect that the new cable will at once reap its harvest of revenue, but I for one confidently believe that in a very few years after its establishment on the basis proposed, owing to reduced charges and the growth of traffic, telegraphy will be enormously increased, and will lead to a regular and profitable business. Again, it is by no means an established principle, that the revenue should be taxed from the first day a message passes through the line, to provide for the renewal of the cable at the expiration of 14 years. The best cables of modern manufacture are not so short lived, and how long submarine cables will last is in fact undetermined. The views of practical men on this point are steadily changing year by year, and the opinion is gaining ground, that cables of a good modern type, and especially those placed in positions not exposed to the action of the waves or marine insects whose destructive effects are experienced only in shallow water; that is to say, cables laid in deep water and imbedded in the soft ooze of the bottom of the ocean, will remain undisturbed and serviceable for generations. So good an authority as the "Electrician" of April 20th, 1892, has the following:

"The 1873 Atlantic cable has never required any repairs to the deep sea portion since it was laid 21 years ago, and there cannot be any doubt that cables recently constructed, with all the knowledge acquired by the experience of the past, should have a much longer life and greater immunity from interruption, than in the case of those laid in the earlier years of submarine telegraphy."

With respect generally to the opinions expressed by Sir John Pender in the communication submitted by him to the consideration of the governments concerned in the establishment of the new cable, it is not possible to set out of view, that as chair-



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man of a prosperous company desirous of avoiding competition, he is interested in the non-completion of a telegraph across the Pacific. Such a line of telegraph would lead to a revolution in the *status* of the enterprise he directs, and one of the first results would be a reduction of profits. It may, however, be pointed out that a line across the Pacific must be accepted as a fact of the near future, whatever rivalry it may create. The progress and well-being of Canada, Australasia and the Empire, cannot be retarded in order that the lucrative business of a private company may remain without change. Even if the chairman of the Eastern Extension Company succeeded in converting us to his commercial ethics, that the profits of the monopoly he represents must be maintained inviolate, it does not follow that the project of a Pacific cable would not be carried out in some form, even if Canada and Australia abandon it. There are indeed unmistakable signs that a Pacific cable may shortly be carried out by France and the United States. We all know that France has already completed a section of 800 miles at the southern end, and the United States has recently expended \$25,000 in making an elaborate survey of about one-third the whole distance running southward from San Francisco. With a rival line in foreign hands, it is easy to see that the Eastern Extension Company would gain nothing while the Empire would lose much.

I have given the subject of future revenue much careful consideration and I have expressed my views at some length in the memorandum prepared by me when in Australia in October last year. This memorandum is embraced in the report of the Minister of Trade and Commerce recently issued (pages 70-73). I beg leave to refer to the estimates there submitted, in which I endeavoured to state the case fairly: and I think I have succeeded in showing, that in from four to seven years after the completion of the undertaking, the earnings would be sufficient to meet all charges, including interest on cost; and that after that period there would be an annually increasing surplus to be dealt with as may be deemed expedient.

I do not think that these estimates can be held to be other than reasonable. The calculations are based on data which cannot be impugned, indeed I am satisfied that the results presented are rather under, than over the mark. In proof that these estimates are moderate and reasonable, it may be noticed that they are based on an assumed traffic, considerably less than the actual present traffic which was only correctly ascertained at the close of the year. In further proof of the soundness of the principles on which these estimates have been made, I may refer to a memorandum over my signature, dated April 6th, 1886, published with the proceedings of the Colonial Conference of 1887. In that document prepared eight years ago, the estimate of the number of telegraph messages for 1893 differs only  $2\frac{1}{4}$  per cent from the number of messages actually sent last year, according to the published statement of the Eastern Telegraph Company.

We must all admit that the Eastern Extension Company has been the pioneer in cable telegraphy between Australia and Europe, and the facts brought out clearly establish that the company has been well recompensed for being first in the field. We gladly give the due meed of praise to that company for its successful enterprise, and we have additional satisfaction in congratulating the shareholders on the handsome returns they have received for their investment. The Eastern Extension Company must, however, awaken to certain facts, if its directors have not already done so, viz.: (1) that the Australian Colonies no longer remain in the primitive state of development; (2) that the expansion of the trade and commerce alike of Australia and Canada require direct cable connection across the Pacific; and (3) that the needs of the Empire, demand that the telegraph to connect two of the most important colonial dominions, should be in British, and not in foreign hands. I think that I am warranted in saying that this is the view held in Canada, and if I understand the opinions which prevailed in the Australian Colonies generally, they were expressed by the Postmaster General of New Zealand, the Honourable Mr. Ward, on the 20th of April of this year, soon after receiving Sir John Pender's last communication. I quote the words of Mr. Ward as reported in the press:—

“He” (Mr. Ward) “held that the colonies could not take cognizance of the interests of the shareholders in an ordinary commercial undertaking. He held, that among other things, the business of the statesmen in Australia was to provide the best means

of transit by cable between the colonies and Europe, and that if the establishment of the Pacific cable meant interference with a lucrative investment for the shareholders of the Eastern Extension Company, this was no reason why a great work of this kind should be dropped by the colonies. He firmly believed that the delegates to the Canadian Conference would show, that they were strongly impressed with the great advantage, both of a national and commercial character which would follow the establishment of the Pacific cable."

I think I have fairly brought to your notice the several points in Sir John Pender's communication which call for attention, except that contained in the last paragraph. Notwithstanding the strong and prolonged antipathy which he has shown to the laying down of the Pacific cable, he expresses his readiness to take a prominent part in establishing it, if the "governments concerned are prepared to provide the requisite subsidy to enable it to be carried out." By "requisite subsidy" it may be inferred from his estimate submitted in the same document, that he means £192,235 per annum. Here we have, at least, a definite idea of what he thinks a requisite subsidy should be, and he urges that his company "with its large experience and special facilities, is in a better position than any other company to carry out the work advantageously."

It is difficult to believe that this proposal has been seriously made, I shall, however, refer to it later. At present I shall only remark, that it comes from one who for years has been unceasing in his hostility to a work, the consummation of which is held to be subservient to the highest interests of the Australian Colonies, Canada and the Empire.

Having presented to you the indisputable facts which must clear up all doubt as to the true position of the Eastern Extension Company, and show that this company has really been built up by governmental assistance, and has drawn from the public enormous sums, I will now, with your permission allude to the possibilities in the future, which the Pacific cable, established in the public interests, would open up.

With an electric cable laid across the Pacific, all points in Australia by means of land lines may communicate with all points in the United Kingdom, without a single message being repeated in a foreign port. The geographical position of Australia is such, that the telegraph system can be extended westerly to South Africa and north-westerly to India—in both cases by cables of moderate length and without touching territory which is not British. South Africa may be connected telegraphically with Australia by two routes. First, by a cable laid from Durban in Natal to the south-west coast of Western Australia, touching at the Island of St. Paul in mid-ocean. The two sections would together be about 4,200 miles, and would cost probably less than £950,000. Second, by a cable extending from Natal to the Mauritius 1,600 miles, thence to the Keeling Islands, 2,300 miles, and thence to N. W. Cape in Western Australia, 1,150—total, 5,050 miles; or it may be extended from the Keeling Islands direct to Port Darwin, although the distance would be somewhat greater. The second route, although the longest between South Africa and Australia, has the advantage of approaching India at the Keeling Islands. From these islands the distance to Ceylon is about 1,450 miles, so that India, as well as Africa, could thus be connected telegraphically with Australia, by laying cables from point to point, aggregating a total distance of 6,500 miles. The whole cost would not be far from £1,500,000.

In order to make plain the vast importance of these possible extensions of the Australian telegraph system, considered in conjunction with the Pacific cable, let us examine the map of the world, on which the British possessions are depicted. The prime meridian passing through Greenwich may conveniently be taken as a base, separating as it does east from west longitude. It may be observed, that no single British possession in east longitude is connected telegraphically with London, without having the wire passing over some foreign territory or landing at a number of foreign ports. This is true of South Africa, of India, and of Australia. If a difficulty arose in Portugal, or in any one of the half dozen foreign ports touched by the present telegraph, South Africa would be cut off, or should a similar difficulty be experienced in almost any part of Europe, or in Egypt, both India and Australia would be cut off. It was pointed out a few weeks ago at the annual meeting of the London Chamber of Commerce by the chairman, Sir Albert

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Rollit, that if the land wire between Bombay and Madras was cut during any rising in the interior, Great Britain would have to communicate with Australia through Siberia. The chairman might have added, that there are many places equally vulnerable on the existing telegraph system both east and west of India.

I am sure the representatives from South Africa will bear me out in this. With the permission of one of them, Mr. Hofmeyr, I would like to quote from his speech at the conference of 1887. On that occasion Mr. Hofmeyr foreshadowed the scheme of the great imperial cables I am touching upon. He said: "We must not only look to the proposed Pacific cable for communication with Australia, but also to, I should not say an alternative, but a duplicate scheme of submarine communications. When I say this, I look to my part of the Empire, that is to say South Africa. Let us view the position of affairs at present as far as South Africa is concerned. It is pretty generally agreed, that if war should break out the Suez Canal would be blocked. Table Bay is dependent for its telegraphic communication upon the Eastern Company's line, which comes down by the east coast of Africa. It is laid in shallow water and touches at many points of foreign territory, I cannot say how many, but very many points indeed. Now, if in time of war the Suez Canal is blocked, it stands to reason that all communication by this cable would be blocked too. It might be cut at various points. England might be at war with any European nation whose territory is touched by this cable; in other words there would be no communication between England, the most important part of the British Empire and the rest of the world; telegraphic communication would cease at once."

Since 1887 when these words were spoken, a cable has been laid along the west coast of Africa, but it is open to precisely the same objections, touching as it does at many foreign places on the way. Moreover both cables are laid in shallow water, and on that account can be easily fished up and destroyed. As a matter of fact, all the lines connecting England with South Africa either pass through foreign territory, or are practically at the mercy of foreigners.

If we examine a map showing the general telegraph system between England and South Africa, it will be noticed that the cable lands at the following mid-stations:—

### *By First Route.*

- |                                  |          |
|----------------------------------|----------|
| 1. Lisbon . . . . .              | Foreign. |
| 2. Madeira . . . . .             | do       |
| 3. St. Vincent . . . . .         | do       |
| 4. Bathurst . . . . .            | ..       |
| 5. Sierra Leone . . . . .        | ..       |
| 6. Accra . . . . .               | ..       |
| 7. Lagos . . . . .               | ..       |
| 8. New Calabar . . . . .         | ..       |
| 9. Bonny . . . . .               | ..       |
| 10. Prince's Island . . . . .    | Foreign. |
| 11. St. Thomas Island . . . . .  | do       |
| 12. St. Paul de Loando . . . . . | do       |
| 13. Benguela . . . . .           | do       |
| 14. Mossamedes . . . . .         | do       |
| Cape Town                        |          |

### *By Second Route.*

- |                                  |          |
|----------------------------------|----------|
| 1. Lisbon . . . . .              | Foreign. |
| 2. Gibraltar . . . . .           | ..       |
| 3. Canary Islands . . . . .      | Foreign. |
| 4. St. Louis . . . . .           | do       |
| 5. Bathurst . . . . .            | ..       |
| 6. Bissao . . . . .              | Foreign. |
| 7. Conakra . . . . .             | do       |
| 8. Sierra Leone . . . . .        | ..       |
| 9. Accra . . . . .               | ..       |
| 10. Porto Novo . . . . .         | Foreign. |
| 11. St. Thomas . . . . .         | do       |
| 12. St. Paul de Loando . . . . . | do       |
| 13. Benguela . . . . .           | do       |
| 14. Mossamedes . . . . .         | do       |
| Cape Town.                       |          |

By the first route there are 14 mid-stations of which 8 are on foreign territory. By the second route no less than 10 mid-stations are at points claimed by foreign powers.

### *Third route, via Egypt and the Red Sea.*

- |                         |                |                          |                      |
|-------------------------|----------------|--------------------------|----------------------|
| 1. Lisbon . . . . .     | Foreign.       | 6. Aden . . . . .        | ..                   |
| 2. Gibraltar . . . . .  | ..             | 7. Zanzibar . . . . .    | ..                   |
| 3. Malta . . . . .      | ..             | 8. Mosambique . . . . .  | Foreign.             |
| 4. Alexandria . . . . . | } All Stations | 9. Delagoa Bay . . . . . | do                   |
| 5. to Suez . . . . .    |                | } Foreign.               | 10. Durban . . . . . |

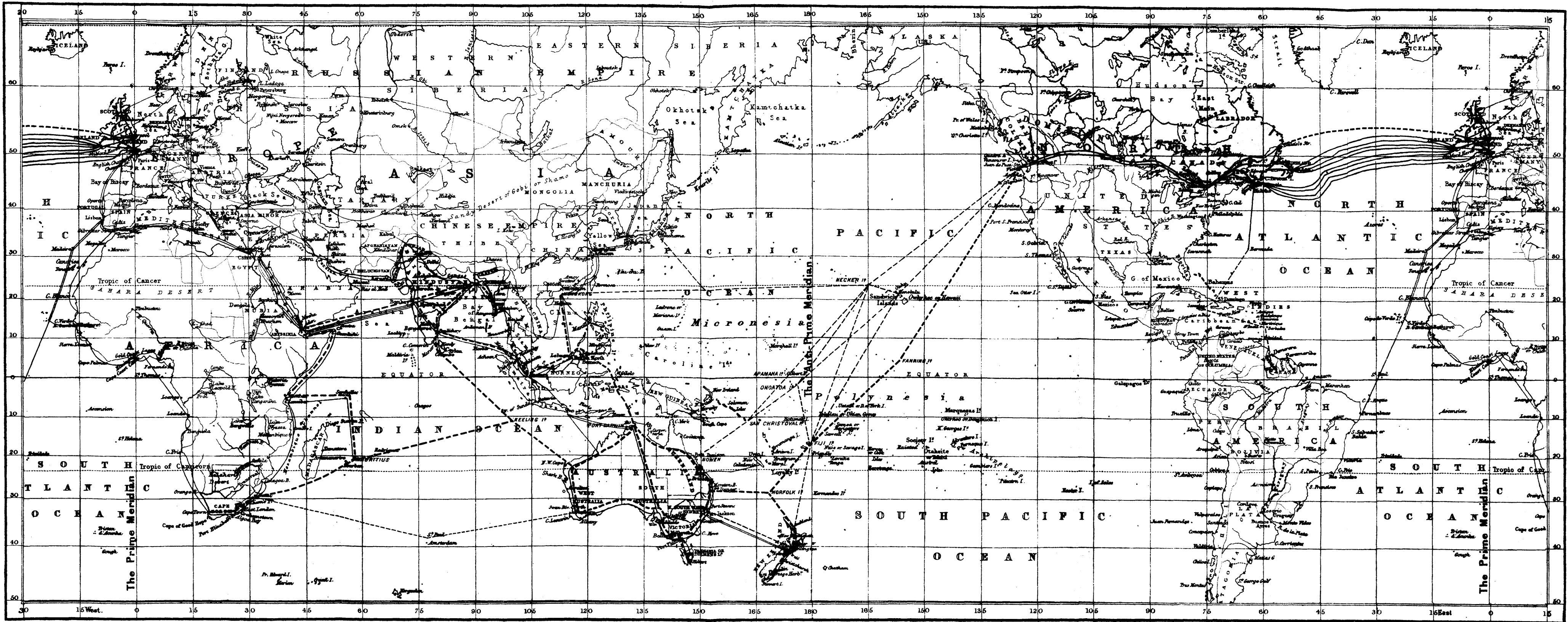
We have been considering the British possessions in east longitude, let us now turn our attention to the surface of the globe west of Greenwich. Already many cables are laid from the shores of Great Britain to the shores of Canada. The geographical position of Canada between the Atlantic and the Pacific, renders it possible to extend the wires to Australia, and, as has been shown, from Australia to Africa and to India. These may be considered the trunk lines of the imperial telegraph system. From them, branch cables can be completed from Halifax via Bermuda to the West Indies, on the Atlantic side of Canada. From Port Darwin, in Australia, to British North Borneo, where a junction would be effected with cables already laid to Hong Kong, Singapore and Madras. Again, at the Mauritius the telegraph would connect with an existing cable to the Seychelles Islands, Zanzibar, on the eastern coast of Africa and Bombay. Thus by the establishment of the great trunk lines of cable with the few short branches which I have pointed out, India would be approached telegraphically from both sides, and every British possession of any note in both hemispheres would be brought into daily and hourly electric touch of each other and the mother country.

The point I desire to make clear is this. The interposition of Europe and Northern Africa absolutely prevents and forbids a continuity of telegraphic communications from Great Britain to the British possessions in the south and east without traversing shallow seas adjoining foreign territory or landing on soil belonging to foreign powers which at any moment may be hostile. While the geographical position of the Dominion and other favourable conditions render telegraphic continuity under our own flag perfectly practicable, from London to Australia, to Africa and to India and to all the territories of the Empire in both hemispheres.

These exceedingly interesting, and to my mind, important considerations, will recall to gentlemen in this conference the views and aspirations of a deceased statesman, who in his lifetime filled the most responsible positions as an adviser of Her Majesty. I allude to the Right Honourable Edward Stanhope, who as Colonial Minister was called upon to take the initiative in assembling the Colonial Conference of 1887. In the despatch which he sent to the governors of all the colonies, informing them that Her Majesty's Government had advised the Queen to summon a conference, Mr. Stanhope gave great prominence to intercommunication by telegraph. He pointed out, that they concerned in a special degree the interests of the Empire, and that it was desirable the question should be considered as a whole, in order that the needs of every part of the Empire might as far as practicable be provided for. No man at that period appeared to take a firmer or broader grasp of this important subject than the deceased statesman. I venture to think that the design of the Imperial cables, which I have attempted to describe in outline, is in complete harmony with the principles which he advocated, and that the establishment of those great lines of communication would go far to meet the national requirements he pointed out. In no other conceivable way, without being absolutely dependent on the friendship and sufferance of foreign powers, can direct telegraphic connection so easily and so usefully be established between Great Britain as the head of the Empire, and the great possessions of Her Majesty in every quarter of the globe.

It is quite true that the distance from London to India, or South Africa is greater by the new route suggested than by the existing telegraph lines. The most distant of all by the proposed new route is South Africa. The length of wire in this case would be nearly three times the length of wire by the present route. Distance, however, counts for little, where electricity is employed as the medium of communication. Take a familiar illustration—the telephone and its social uses; by means of this application of science we can, with equal ease and at the same cost, speak to a friend across the street and to a friend leagues distant. The same with the telegraph, and our highest aim should be to have the telegraph system of the British Empire keeping pace with the extraordinary growth of the Empire itself. A wonderful power has been placed at our disposal and we should endeavour as far as possible, to render this power as useful to the British people throughout the world as the ordinary telephone is to the inhabitants of a city, or as the ordinary application of the telegraph is in countries limited in extent.

# THE WORLD ON MERCATOR'S PROJECTION.



The Red lines indicate the existing lines of Telegraph from England to India, Australia and South Africa, each one of which passes over the Territory of Foreign Powers.

The Blue lines indicate the Telegraph system of the British Colonial Empire, referred to in the address of M. Sandford Fleming at the Colonial Conference of 1894.

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The present Premier of Her Majesty's Home Government, Lord Rosebery, recently pointed out to those resident in England, that they inhabit not an island but an Empire, and that this Empire is a collection of states spread over every region of the earth. In Canada, and in all the colonies we are proud to feel that we, too, inhabit this world-wide Empire. We feel that, although separated by the ocean, we are in direct relationship with our fellow subjects in the mother country, Nevertheless, we desire to make that relationship closer and stronger by means of faster steamships and by increasing the number of ocean cables. As a humble follower of the late Imperial Minister, Mr. Stanhope, I for one feel called upon to express the opinion that, by every means in our power, we should endeavour to establish close and intimate relationships with all our sister provinces and colonies, in whatever part of the world they may be situated.

It must be obvious to all who consider the question with attention, that the first step we can take towards the attainment of these ends is the completion of the Pacific cable. That is the work which lies nearest us, and I humbly express my own view that Canada and Australia, with the sympathetic aid of the mother country, can, without appreciable difficulty, take this first step and render further advance possible. I have shown that when Canada and Australia will be united by a British cable, an additional expenditure of not more than a million and a half of pounds (£1,500,000) would bring South Africa and India into connection by telegraph with Canada and England, without being indebted for transit or resting place to any foreign power whatever. It is difficult to conceive, that such enormously important results may be attained by an expenditure so limited, I may say so insignificant, in view of the national objects to be achieved. I trust I have made it clear that it will be entirely owing to the telegraphic connection of Australia with England by way of Canada, as proposed by the Pacific cable, that the attainment of such results will become possible.

Before turning to the more practical side of the question allow me to quote from an address Mr. George R. Parkin delivered a few weeks ago in Edinburgh, which appears in the May number of the Scottish Geographical Magazine :—

“ A new nervous system has been given to the world. The land telegraph and submarine cable have changed the whole conditions of national life; above all, they have revolutionized the meaning of the terms ‘geographical unity’ and ‘geographical dispersion.’ Especially is this true of the British Empire. \* \* The transactions of finance and commerce, the regulation of demand and supply, the direction of our commercial fleets and of the armed navy which defends them, all now depend in great measure upon the far-reaching influence of electric force. It is no flight of the imagination, but a simple fact to say that by the agency of the telegraph, backed by the diffusive power of the press, in a few short hours the heart of our nation through all its world-wide extent may be made to beat with one emotion, from Montreal to Melbourne, from London to Zambezi, from the Ganges to the Saskatchewan.

“ Think of the single fact that more than £1,000 per day is spent in telegraphic communication between the United Kingdom and Australia alone, and in that fact we have some measure of the value put by our people upon this new link of unity which has been added in the latter half of the nineteenth century.

“ But this nervous system is not as complete as the geography of the Empire makes possible; one may say that it has defects which might prove fatal if not remedied in time, and at this present moment are fraught with no small dangers. The greatest gap consists in the lack of connection between Canada and Australia. Reflect upon what this means. There is perhaps no responsibility which statesmen feel more deeply than that connected with the maintenance of our position in India and the east. The financial and commercial interests which we have at stake there are simply enormous, and practically reach every home in this country. For purposes of trade as well as for defence, both military and naval, instant communication with the east has become almost a necessity.

“ But it would be almost certainly broken at once in the event of our being engaged in a great European war. There are at present many routes of telegraph by which we can reach India and Australia; across the continent by way of the Mediterranean and the Red Sea, round Africa, and even across Siberia. But all these lines either pass

through possibly hostile countries, or through shallow seas where they could easily be fished up or destroyed in time of war.

"A cable across the Pacific would be free from both these fundamental objections. That this cable should be laid has become a matter of imperial necessity.

"This new set of nerves will undoubtedly change the whole conditions under which the naval wars of the future will be carried on, quite as much as the change from wooden and wind-driven ships to those built of iron and impelled by steam."

We are assembled here to-day to deal with the important subject alluded to by Mr. Parkin, and I will only add to the words I have quoted that if it be the ultimate design to make perfect the "nervous system" of the British Empire, it will be necessary to trace the nerves from the great "nerve centre" not eastward but westward. We must in fact follow the sun from Great Britain to Canada, from Canada to Australia and from Australia to Africa and Asia.

Having endeavoured to show here, and elsewhere, that the Pacific cable is demanded by the needs of trade and commerce, having indicated that it will in the near future subserve imperial purposes of the very highest importance, I beg leave to submit some observations on the means by which the undertaking may be carried out.

There are two distinct methods by which the Pacific cable may be established, viz. :

1. Through the agency of a subsidized company.
2. Directly by government as a public work.

I have given this branch of the subject long and earnest attention, and I have arrived at conclusions which to my mind are confirmed by every day's experience.

At one time I favoured the first method. It has been customary to have enterprises of this character carried out by companies and it seemed to have been assumed that there was no other way by which the work could be accomplished. However, when it is considered that in the United Kingdom, in India, in the Australian Colonies and in a great many foreign countries the telegraphs are owned and worked by governments, there appears no good reason why government ownership should be confined to land telegraph. No doubt it would give least initial trouble to governments to offer liberal subsidies in order to have the telegraph across the Pacific laid and owned by a company, but I am perfectly satisfied that in the long run, the second method will be found in every respect more advantageous. The interests of a company and the public interests are not identical: they are in some respects the very opposite. While the primary object of a company is to extract from the public as much profit as possible, the interests of the public, on the other hand, are to secure cheap telegraphy and to have it as free and untrammelled as possible. Suppose for example that a large subsidy be granted, such a subsidy as Sir John Pender has declared to be necessary, and that the whole undertaking passed over to the Eastern Extension Company to carry out, would not the effect be to confirm and perpetuate the telegraphic monopoly which at present exists between Australia and the outer world? Would it not simply shut out all prospect of obtaining the reduced charges to which we may confidentially look forward to; would it not contract intercourse, instead of providing the fullest opportunity for its free and full expansion, so much to be desired? I look forward to the time, and I do not think it is far distant, when, if a wise and prudent course be followed, the telegraph will ramify in many directions under the ocean to all the principal colonial possessions, and that, in the not distant future, there will be a greater reduction in charges on messages, than has taken place in letter postage during the past fifty years.

Speaking for myself, I have arrived at the conclusion that the true principle to follow, looking solely at the public interests, present and prospective, is to establish the Pacific cable as a government work. In my judgment it would be a grave and irremedial mistake to give it to the existing company on their own terms or perhaps on any terms. Even to hand the work over to a new company entirely distinct from the Eastern Extension Company would scarcely mend matters. It would be impossible to prevent the two companies combining in some form, to advance their common advantage, to the detriment of the public interests.

I have elsewhere endeavoured to show the advantages derivable from the establishment of the Pacific cable, as a public work directly under government control. It is a

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matter of constant experience, that the promoters of companies, as a rule, set out with the determination to make large sums of money, that investors are promised large returns, and they are not satisfied unless they are forthcoming. In consequence 9 per cent, and in some cases much more than 9 per cent, is paid for money raised for private companies, while, on the other hand, governments can borrow capital at 3 per cent. Hence it is possible, under government ownership to reduce charges on telegraphy much below the rates charged by private companies.

With the proposed cable under government control, it is not easy to assign a limit to the reduction in charges for transmitting messages; and with low charges there will arise, without any appreciable extra cost in working, a great expansion in the business of the telegraph. Thus the public will be benefited to an extent which would not be possible, if the cable became the property, or passed under the control of a private company.

I had hoped to have seen present at this conference His Excellency Sir Ambrose Shea, Governor of the Bahamas. He would, I am sure, have given the best testimony in favour of the plan of government ownership. Less than two months ago I had a letter from him, in which he furnished indisputable evidence as to the superiority of the principle of government control. The Bahamas are connected with the mainland by a cable owned by government. The first idea was, to have it carried out by a company under a subsidy of £3,000 a year for twenty-five years. Fortunately, it was decided to make it a government work; the cable is entirely so established, and the policy of its operation is dictated primarily by the commercial requirements of the colonies. Profits are of course desired, but these are held to be a subordinate consideration. This policy would have been reversed, had the cable been controlled by a company, the interests of the company *per se* would have remained paramount. Sir Ambrose Shea informs me that even in a financial aspect it has proved fortunate that they kept the cable under government control. Instead of paying £3,000 a year in the form of a subsidy, the charge on the colony is already reduced to £1,800 after fully providing for a sinking fund to cover renewals, as well as interest on the cost and all other charges. Beyond the question of money, the Governor attaches much importance to the power held by the Executive, for adapting the policy of the cable management to the growing and varying wants and conditions of the colony.

It appears to me, that in bringing two of the leading divisions of the Colonial Empire into telegraphic connection, we cannot do better than place before us the experiment to which I have referred as having been so successfully tried. Great importance must be attached to the views and ripe judgment of Sir Ambrose Shea, strengthened in a matter of this kind by the experience of the Bahama cables. Every commercial object points to the expediency of retaining the Canada-Australian cable under government ownership; and apart altogether from commercial considerations, there is no reason to warrant that so important a work, undertaken for national purposes, should be removed from the effective control of the governments, by whose authority alone the great principles of its establishment would be fully observed.

If then it be deemed expedient to carry out the project of a Pacific cable as a public work under federated government ownership, it becomes necessary to consider the means by which this end may be satisfactorily accomplished. Without taking into account the Crown Colony of Fiji, whose affairs are directed from the Colonial Office, London, the following nine representative governments are interested in the undertaking:—

1. The Imperial Government.
2. The Government of Canada.
3. The Government of New South Wales.
4. The Government of Victoria.
5. The Government of Queensland.
6. The Government of South Australia.
7. The Government of Tasmania.
8. The Government of Western Australia.
9. The Government of New Zealand.



If the six Australian Colonies were federated, a partnership arrangement would be much simplified, but as at present the period is not determined when this union will be effected, it becomes expedient to find some means, by which the object may be attained without unnecessary delay. It is scarcely to be expected that the several Governments will be of one mind as to the best practical means of carrying out the work, especially as the colonies do not all occupy the same position with respect to it; and moreover as they will not be equally affected by its operation. The position of South Australia is different from all the others. In 1870 the Colony of South Australia, with very great enterprise, undertook single-handed to span the continent from south to north with a telegraph wire to meet the cable, of the Eastern Extension Company at Port Darwin. The length of this land line is about 2,000 miles. In two years it was completed, and in October, 1872, telegraphic communication was opened between Adelaide, the capital, and London. From Adelaide telegraphs extend to the other colonies, so that each one of them has benefited by the efforts and expenditure of South Australia. This overland telegraph from Adelaide to Port Darwin cost for construction, including permanent iron poles, up to 31st December last year, £506,500. Moreover, it has been maintained and worked at the cost of South Australia, and the returns show generally a loss after charging revenue with interest. In 1893 the revenue was £39,700. The working expense £19,899, and the interest on bonds, £24,703. The working expense and interest together amounting to £44,602, or £4,902 more than revenue. The whole loss from the opening of the line for business in 1872, including interest on cost of construction, amounting to £293,282.

It is obvious that the inevitable result of a new telegraph across the Pacific would be for a time to reduce the business over the old line and increase the loss to South Australia. The enterprise of this colony has already been recognized to some extent by the other colonies, and for some years back the deficit arising from reduced charges has been shared by them. In any new arrangement it is obviously expedient that the position of South Australia should be considered in a fair and generous spirit. I have always held this view both with respect to South Australia and the Eastern Extension Company, although it must be admitted the facts establish the company to be in a very much better position than the colony. There is no desire that the company's lucrative returns should be diminished, that is merely an incidental consequence which may result from the national undertaking we are considering, and it should be met in the fairest way which can be devised. At the Colonial Conference of 1887, I submitted a scheme by which I considered and still consider that full justice would be done both company and colony. This suggestion was of a comprehensive character; it embraced (1) the establishment of the Pacific cable, (2) the purchase of all the cables of the Eastern Extension Company, (3) the transfer of all the telegraphs of the separate Australian Colonies, together with the Pacific cable and Eastern Extension cables to a trust or commission created by the co-operating Governments, under which the whole would be managed. The leading principles by which the arrangement might be effected were set forth as follows:—

1. It would be necessary for each of the colonies to agree to hand over to the central authority their respective telegraph systems, retaining a pecuniary interest in revenue in proportion to the value of the works handed over.

2. The establishment of the new cable across the Pacific would require new capital, to be raised possibly on the joint guarantee of the colonies and the Imperial Government, as in the case of the Intercolonial Railway of Canada. By such means the money could be obtained at the very lowest rate of interest.

3. New capital would likewise be required to purchase the cables of the Eastern Extension Company, if that company would be willing to sell at a fair value. This capital would also be obtained at a low rate of interest, and thus the whole connection between Asia, Australia, Canada and Great Britain could be most economically established. It would thus become practicable to reduce charges on messages to the lowest possible tariff rates, by which the public would greatly benefit without detriment to any private interest.

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The proposal was designed to harmonize all interests, to bring all cables and telegraphs within the management of one department under government control, to relieve South Australia from loss by putting this colony on the same footing as all the other colonies, and by taking over the present cables at a fair value, to remove all reasonable objections on the part of the Eastern Extension Company. Further details of the scheme will be found appended to the report of the Minister of Trade and Commerce on his mission to Australia (pages 92 to 101).

A less comprehensive scheme may be found expedient, if the Eastern Extension Company have no desire to part with their property on fair terms. Whatever scheme be considered, the principle I mainly advocate is, that the Pacific cable be established as a public work and retained under government control. It seems to me that this principle could be best carried out under the circumstances of this particular case, by the appointment of commissioners, to act as trustees for the co-operating governments under statutes to be passed, for whatever arrangement may be arrived at, it will require ratification by the respective parliaments and legislatures. The commissioners would act in trust, and generally speaking, their duties would resemble those of directors of a jointstock company; by virtue of their office they would do everything necessary to establish and carry out the work, and for this purpose, under provision of statute, would be authorized to raise the necessary capital on interest bearing securities.

It may be anticipated that the whole of the nine governments may not see their way to co-operate in the manner proposed, and that some of them would prefer granting a fixed subsidy as they would to a company. There could be no objection to this course as it would in no way invalidate the general scheme, provided a sufficient number of governments determined to carry it out. Any subsidy received would be applied by the commissioners to the purposes of the undertaking, precisely as subsidies are appropriated by directors of companies in like cases.

There remains another plan by which the Pacific cable might be established under government control. The undertaking may be divided into two sections, the northern and the southern. The cable on the northern section may be laid directly by the Government of Canada, through the medium of the Department of Public Works, while the southern section may be similarly undertaken by one or more of the Australasian Governments. In both cases the governments assuming the duty of carrying out the undertaking would receive from other governments such assistance in the form of subsidies or guarantees as may be agreed upon.

I suggest for your consideration these alternative plans. All will concede that it is desirable to proceed step by step; if it be first determined that the Pacific cable should be established as a government work, and retained under government control, the next step will be to consider the best means of accomplishing that end.

I will only add, that while it is plain much has to be discussed before any plan can be adopted, I am unable to see that any serious difficulty will arise in the arrangement of details. At this stage I will not presume further to take up the time of the conference.

Mr. LEE SMITH.—I have listened with great attention to the able and masterly statement of Mr. Sandford Fleming in regard to this cable, and as we might have expected he has given to us a clear and distinct account of what has been done and what he proposes to do in future. Now, with regard to the amendment which I have put on the table, I very much regret that Mr. Sutor did not accept the suggestion I made, the other day, to alter the terms of his motion, from "Australasia" to "Australia and New Zealand." It would, in that case have saved me taking up the time of the conference and also have prevented the idea being formed that this was a frivolous amendment. I desire to say that it is not frivolous and there is no jealousy whatever in my having proposed that the word "Australia and New Zealand," should be substituted for "Australasia." Of course, all people who have travelled much, know that Australasia and Australia are very distinct, but there are many people who do not travel and people who do not read and do not study the outlying portions of the British Empire, to whom the

words "Australasia and Australia" are one and the same thing. I was in a shop in Ottawa on Saturday, and there an intelligent person who appeared to be in charge of the shop, got talking with me about one thing and another, and he asked me the name of the capital of New Zealand and I told him Wellington, and he then asked me whether there was any railway communication between Wellington and Melbourne, and another gentlemen thought that Bundaburg was in New Zealand. I must take some steps here to preserve, if possible, the distinct individuality of the name "New Zealand." Of course my colony is prepared with regard to all these questions of mail service and cable service, to do exactly what the other colonies are expected to do, and that is to assist in carrying out the objects that we had in view. My colony is prepared on certain conditions to deal liberally with this cable and also the mail service. As I stated before, I have no jealousy in the matter. It is a small matter and I hope the conference will accept it. There is the question of confederation. When that question comes up, I firmly believe that New Zealand will not be included. I am now speaking my own personal opinion and I am in no way committing the New Zealand Government. I do not think New Zealand will join the confederation for some time to come. I do not think it is possible, and therefore I should like to have New Zealand kept apart from Australia in this matter. I hope the members of the conference will agree to this small request, it is nothing to them, but it is a good deal to me. I conclude by moving the amendment that "Australasia" be struck out and that "Australia and New Zealand" be inserted instead.

The VICE PRESIDENT (Sir Adolphe Caron) placed the amendment before the conference.

Hon. Mr. PLAYFORD.—If I second the amendment, I will second it only for the purpose of discussion and leave myself at perfect liberty to vote as I like afterwards. The point I take in connection with the adding of the word "New Zealand" is this: It is entirely a question as to the route to be finally decided upon whether this cable should go to New Zealand or not. If hon. gentlemen will look at the map, they will see that New Zealand is not in the direct line of communication between Vancouver and Australia. To get to New Zealand you have to make a detour around the two sides of a triangle and as New Zealand at the present moment is connected with the mainland of Australia by two cables, although only one is shown on the map, the position is, that if we insert New Zealand, we then practically in the motion fix our route to a considerable extent.

Mr. LEE SMITH.—Certainly not.

Hon. Mr. PLAYFORD.—The question is shall we fix our route in this motion. Mr. Fleming has not in any way indicated what route he would have, and a glance at the map will show that by the insertion in this general resolution of the words "New Zealand and Australia," we would be practically fixing the route for our cable.

Hon. Mr. FITZGERALD.—That will be more costly, of course?

Hon. Mr. PLAYFORD.—A very costly route. It may be necessary to go to Fanning Island. If so, a certain amount of objection with regard to New Zealand would disappear. If we go to Honolulu, then we increase the length of line considerably if we call at New Zealand. If we have to go to Necker Island, then to New Zealand the distance is still further increased. New Zealand at the present time has got a double line of cable. I think that at this stage of the proceedings, until we have absolutely fixed the route, we should be prepared to recommend or use the word "Australasia," and leave ourselves absolutely free in the matter.

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Mr. LEE SMITH.—It is merely to differentiate the terms “New Zealand” and “Australia,” and not to mix them up. I do not want to mix New Zealand up with Australasia. This has nothing to do with the route; it is only in reference to the term.

Sir HENRY WRIXON.—I should think on that specific statement of Mr. Lee Smith that it was merely a matter of names, it would be better to accept his amendment. We know Mr. Lee Smith tells us exactly what he thinks, and that he has no other object behind what he says. If Mr. Lee Smith meant by this amendment that the cable be carried first to New Zealand and then to Australia, of course we would not agree to it for a moment. If he would say that it was a necessary part of the scheme that there should be a branch line for New Zealand, it would be different; but he does not enter into that at all, and it is only a matter of a name, and I do not see why we should not accept it.

Lord JERSEY.—Might I suggest for a moment the terms “the Australasian Colonies and the colony of New Zealand.” Australasian Colonies include Tasmania, while Australia does not include Tasmania.

Hon. Mr. SUTTOR.—We used the word Australasia because it did include Tasmania and New Zealand.

Mr. LEE SMITH.—I shall be quite prepared to accept his lordship’s suggestion.

Hon Mr. FITZGERALD.—Telegraphic communications by cable is already established between Australia and New Zealand. Now, if this amendment be carried, it would mean that fresh communication should be opened between New Zealand and Australia. I know Mr. Lee Smith’s intention, but I do object that a question raised by Mr. Smith, namely, the enlightening of uninformed people as to the exact position of the geography of New Zealand, and the continent of Australia, that we should put this in, in order to give New Zealand a definite place, as it were, in the minds of those who want a cable to Australia.

Mr. LEE SMITH.—But if New Zealand is not going to be included in Mr. Suttor’s motion, in the proposal to make a cable distinct apart from the Extension Company, I shall propose another amendment. I am not coming here to represent my government and be prepared to subsidize a cable and find that my colony is not going to have the right of being included in the proposal to have a separate cable. I shall still be perfectly dependent on the Eastern Extension Company. If there is a proposal to connect Australasia with Canada, and I find there is no provision of any kind to connect my colony with Australia in any other manner than the one which exists, this simply means the demoralization of the arrangements to be made between the various colonies. Mr. Fitzgerald puts it in such a way that it necessarily involves New Zealand.

Hon. Mr. FITZGERALD.—I do not offer the slightest opinion in contravention of Mr. Smith’s idea, but I also think that this conference would be bound by the terms of this motion to include New Zealand.

Mr. LEE SMITH.—I would accept Mr. Fitzgerald’s suggestion, with the understanding that I will have an opportunity of submitting another amendment.

Hon. Mr. SUTTOR.—At a subsequent stage, not during this debate.

Mr. LEE SMITH.—Yes.

Hon. Mr. SUTTOR.—You withdraw the amendment.

Mr. LEE SMITH.—No, I do not withdraw it; I understand the conference is ready to accept it, provided it merely refers to the designation to be given to it.

Hon. Mr. SUTTOR.—I do not think it meets the views of my friend, Mr. Fitzgerald, and it seems to me we should place ourselves in a position of great difficulty, if we adopted the amendment proposed by Mr. Lee Smith. I desire to make this resolution as bald as possible, simply to let this conference affirm, at this stage, that there should be telegraphic communication between Canada and Australasia. It seems to me, if we adopt the amendment proposed by Mr. Smith, who represents New Zealand, that we shall at this early stage clearly define the route.

Mr. LEE SMITH.—I do not want that, sir.

Hon. Mr. SUTTOR.—If Mr. Smith does not desire that, why is he not satisfied at this stage to allow the resolution to stand as it is at present—simply affirming the expediency of connecting these two points, the Dominion, the one terminal point, and Australasia on the other? Now if we are going to consider these different routes, why does not Mr. Thynne get up and move an amendment to the effect that in all probability the terminal point of the cable should be at Queensland, and that Queensland should be definitely mentioned.

Mr. LEE SMITH.—No, I should explain that.

Hon. Mr. SUTTOR.—I trust that Mr. Smith will not at this stage hamper the resolution by requiring us in any way to define the route to be taken from here to Australasia.

Mr. LEE SMITH.—It does not define the route.

Hon. Mr. SUTTOR.—I do insist that by saying New Zealand as well as Australasia you practically determine that it shall go by New Zealand.

Mr. LEE SMITH.—You do not do that.

Hon. Mr. SUTTOR.—Then what is the object? It seems to me that if we adopt this amendment at some subsequent stage it may be brought up as an argument that we have already pledged ourselves to a resolution to connect New Zealand between Australasia and Canada.

Hon. Mr. FITZGERALD.—By a fresh cable.

Hon. Mr. SUTTOR.—By a fresh cable, and they already have a cable. It may be that if this cable be laid between Canada and Australia we may be able to purchase the present cable.

Mr. LEE SMITH.—I am looking forward to that.

Hon. Mr. SUTTOR.—Then why not allow the amendment to stand? It is a matter which might fairly be open for discussion. I trust at this stage he will see it is not desirable to insert the words he wishes, but let the resolution stand as a bald one, and not define in any way the colonies to be included. Mr. Fitzgerald represents Tasmania, which is not on the main land of Australia. He might just as well demand that we should insert Tasmania as that you should ask to insert New Zealand. I think the less discussion we have on these minor points the better.

Hon. Mr. FRASER.—It will never do for this conference to pass the amendment because the effect Mr. Fitzgerald suggests will be the result, namely that to make full completion of the motion, it will be necessary that New Zealand be attached to Australia by a fresh cable. The word "Australasia" embraces New Zealand.

Mr. LEE SMITH.—No, it does not in the eyes of the public.

Hon. Mr. FITZGERALD.—It does embrace it.

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Hon. Mr. FRASER.—Oh, yes, it does ; we know in Australia that it does. Every man who reads anything about Australia and geography must know that it is so. I sympathize very much indeed with Mr. Smith, and I know that what he states is quite correct ; there are many persons in Australia who ought to be better informed who do not know. But public men know differently, and as Australasia will embrace his colony, I hope at this stage of the proceeding he will not complicate matters by insisting upon this amendment.

Mr. LEE SMITH.—The very arguments that Mr. Fraser and Mr. Suttor now make prove my point. It was only on Saturday that Mr. Suttor said, without any qualification whatever, that Australasia embraced New Zealand, and therefore if you are committed to take a line to Australasia, you are bound to take the line to New Zealand in some form or other. But there is, it appears, some doubt whether "Australasia" does include New Zealand. If so, and I allow this to pass, you can go to Australia and not include New Zealand, except secretly ; you will not allow it to be mentioned except privately. I am depending then upon the good will of you gentlemen. The point is mainly for the purpose of differentiating it from Australasia, because people do not understand what Australasia means.

Hon. Mr. FORREST.—I merely rise to cast oil upon the troubled waters. I concur with every word which has fallen from Mr. Fitzgerald. At the same time I sympathise with Mr. Lee Smith, but I do not think his way of obtaining what he requires is a proper one. I think we should carry the motion in its present form ; and then, we could follow it with another to that effect that it is advisable to continue the line to New Zealand, and that will bring out the fact as to New Zealand, and Mr. Smith will get all he wants.

Sir HENRY DE VILLIERS.—I would like to ask one or two questions of Mr. Sandford Fleming at this stage. I find there was a resolution passed at the Conference of 1887 in these words :—

That the connection of Canada with Australasia by direct submarine telegraph across the Pacific is a project of high importance to the Empire, and every doubt as to its practicability should without delay be set at rest by a thorough and exhaustive survey.

One question is whether, since the passing of this resolution, there has been an exhaustive survey ; and the other question is whether there are any data in existence as to soundings taken between Australia and the Cape of Good Hope so as to enable us to come to a definite decision in regard to a cable from the Cape of Good Hope to Australia ?

Mr. SANDFORD FLEMING.—The survey was commenced in 1888, and it extended over that year and lasted until the spring of 1890, but it was not completed. A number of soundings were made between Sydney and the Fiji Islands. The soundings were abandoned for some reason or other that I am not aware of. The whole history of the survey will be found in the blue-book before you. You will find an account of the survey given on page 106 of Mr. Bowell's report on the mission to Australia lying on the table. In regard to the soundings in the Indian Ocean, I may say we have here a chart of the Indian Ocean showing all the soundings which have been made.

Hon. Mr. PLAYFORD.—When I address the conference on this matter I shall be prepared to show to what extent these soundings have gone and their depths. I have the latest map issued by the government on the subject, and I studied it very carefully, and I shall be able to give you the figures for the soundings made from Vancouver to Australia.

Hon. Mr. THYNNE.—As to the insertion of the words New Zealand in the present resolution as proposed by Mr. Smith, it would create a much greater misapprehension in Australia than the present resolution would in Canada. If this amendment were carried it would be more misleading to the people of Australia than the present resolution is to the people of Canada. Our governments would at once think we had passed a resolution binding ourselves to the construction of a cable under sole British control; that would mean either buying up the cable between Australia and New Zealand or constructing a separate cable. We have not considered these questions yet, and it is time enough to consider them when they arise, and I for one would object. As has been suggested to me by Mr. Suttor, he has adopted in his resolution the very words which were adopted in the Conference of 1887.

Hon. Mr. FOSTER.—I want to ask Mr. Suttor what he means by the words “under sole British control?” Reading it over once, it would seem that that would mean the imperial control. Is that the idea?

Hon. Mr. SUTTOR.—I mean by this resolution to carry out the suggestion very frequently made by Mr. Sandford Fleming and other gentlemen advocating the route that if possible the line should be constructed entirely through British territory.

Hon. Mr. FOSTER.—Do you not think that phrase is too strong altogether to carry that out? “Under British control” would mean that the Government of Great Britain would have complete control over it. “On British Territory” would mean a very different thing.

Hon. Mr. FITZGERALD.—You could say “Not touching foreign territory.”

Hon. Mr. FOSTER.—That would define it, but I think that term is a little too strong. Then with reference to Mr. Smith’s amendment I was disposed at once to sympathize with him, and I do sympathize with him with reference to his desire to have New Zealand differentiated; but I think there is no very great difficulty about the matter. If this cable is to be built, the question of cost is the prime consideration, and I would object to having any words put in which, although under protest at the time being were not for a certain purpose, yet which afterwards might probably be appealed to as certainly meaning that. This is to be built either by contributions or in the way of subsidies, or by the government, and it would make a very great difference whether 1,000 knots were added to the distance or not. Now Australasia does include New Zealand, according to my reading of it, and it is perfectly certain that if Australasia includes New Zealand, and if you differentiate New Zealand from Australasia, we are bound when we come to the question of routes to take that route which will make an independent cable to New Zealand—and that is just what I do not want to see included in the proposition. New Zealand is included in Australasia, just as Tasmania and South Australia are; and then when we come to the question of routes we will be at liberty to say whether it will point in one direction or another, and I think Mr. Smith’s position will be kept just as clear without the insertion of these words, because when we come to the question of routes, Mr. Smith’s position will be well defined; but if it is put in, I think it puts us all in the position of loading up the proposition before we come to ways and means; and that might make it burdensome.

Mr. LEE SMITH.—I think it would simplify matters if I stated the conclusion I had arrived at, after having heard Lord Jersey’s advice in the matter; it is simply this, that

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for the present I accept the term "Australasia," reserving to myself the right to bring up the question hereafter that communication with New Zealand shall be had in some form or another; and I might say there appears to be some doubt as to whether the term Australasia does include New Zealand or not. The act speaks of Australasia and the colony of New Zealand.

Sir ADOLPHE CARON.—I understand Mr. Lee Smith withdraws his amendment?

Mr. LEE SMITH.—Yes, with that reservation.

Hon. Mr. FOSTER.—Would the honourable gentleman think it worth while to take out "under sole British control" and make it "without touching foreign territory"?

Hon. Mr. SUTTOR.—Yes.

Hon. Mr. PLAYFORD moved the adjournment of the Debate.

### A REPRESENTATIVE FROM HAWAII.

A letter from Mr. Theo. H. Davies, of Honolulu, was read to the conference, asking if his presence was desired during the discussion of cable and steamship matters.

Hon. Mr. FOSTER.—I move "that Mr. Davies be requested to attend this conference to-morrow and address it on the subject of the cable and steam communication." The motion was carried.

### THE PACIFIC CABLE.

Hon. Mr. THYNNE.—I beg to give the following notice:—

"That in the opinion of this conference it is desirable that the construction and maintenance of the proposed cable from Vancouver to Australasia should be undertaken by the Government of Great Britain, of the Dominion of Canada and of the Australasian Colonies as a joint national and public work:

2. That the cost of construction and maintenance of the cable should be borne in the following proportions, namely, Great Britain one third, Dominion of Canada one third, and the Australasian Colonies one third."

The conference adjourned at 12.45 p.m.





# Colonial Conference.

OFFICE OF THE MINISTER OF TRADE AND COMMERCE,  
OTTAWA, TUESDAY, 3rd July, 1894.

The conference resumed at 10.30 a.m.

The President, Hon. MACKENZIE BOWELL, P. C., in the Chair.

## DELEGATES PRESENT :

The Imperial Government—The Right Honourable EARL OF JERSEY.

Canada—Hon. MACKENZIE BOWELL.

Sir ADOLPHE CARON, P.C., K.C.M.G.

Hon. GEORGE E. FOSTER, P.C., LL.D.

SANDFORD FLEMING, ESQ., C.M.G.

New South Wales—Hon. F. B. SUTTOR, M.L.A.

Tasmania—Hon. NICHOLAS FITZGERALD.

Cape of Good Hope—Hon. Sir HENRY DE VILLIERS, K.C.M.G.

Sir CHARLES MILLS, K.C.M.G., C.B.

South Australia—Hon. THOMAS PLAYFORD.

New Zealand—Mr. A. LEE SMITH.

Victoria—Sir HENRY WRIXON, K.C.M.G.

Hon. NICHOLAS FITZGERALD, M.L.C.

Hon. SIMON FRASER, M.L.C.

Queensland—Hon. A. J. THYNNE, M.L.C.

Hon. WILLIAM FORREST, M.L.C.

## THE PACIFIC CABLE.

Hon. Mr. PLAYFORD resumed the debate on Mr. Sutor's motion "That in the opinion of this conference immediate steps should be taken to provide telegraphic communications by cable, under sole British control, between the Dominion of Canada and Australasia," as follows :—

Mr. Chairman and Gentlemen,—As I am from the colony of South Australia, I wish now to inform this conference of the position that my colony takes with regard to the proposed Pacific cable. You are aware that we occupy a somewhat unique position, one different from that of the other colonies. We have constructed a line of telegraph across the continent some two thousand miles long. We have done it at our own expense without any assistance, without any subsidy; and if a new cable is constructed across the Pacific Ocean the trade that that new cable will do will to a very considerable extent take away the trade from our present land line and cause us to suffer very great loss. At the same time my government wishes me to inform this conference that if this cable is required for imperial and for public purposes, for the good of the Empire, South Australia is not going to stand in the way, and will support the cable. All we ask is this :—That if this cable is to be so subsidized by the various governments our peculiar position shall be taken into account, and anything that we may lose by the construction of this

new line of cable may be minimized as much as possible. That is the position we take with regard to this matter. Now, I will go into a few facts and figures that were partly gone into yesterday by Mr. Fleming with regard to the work South Australia has done in connection with her present line of communication by land and cable with the mother country, with Europe and the rest of the world. In 1870 the Eastern Extension Company agreed to bring a line of cable from Singapore through Java and from a place in Java called Banyuwangi, a straight line of cable from there to Port Darwin on our northern coast. At that time we were in a position different from all the rest of the colonies. If you will look at the map you will see that South Australia stretches right across the continent, from one coast on the north side to the other coast on the south side. She was the only colony that had direct communication right across that continent through her own individual territory and, therefore, from the peculiar geographical position which she occupied with regard to her territory, she was the colony upon which was thrust the necessity for this action. She was in the best position to act, and in 1870 we agreed, although our colony numbered very few more than 200,000 souls, to the construction of a line of telegraph across the continent which at that time had only been traversed by one man in the direction that this telegraph line lay. That man was McDougall Stewart. It was known before that there were very great difficulties in the way of constructing the line, in many cases from the want of necessary and proper timber and, in addition to that, there were large stretches of country upon which no water could be found. It was a very serious undertaking for a small colony and we undertook it and in 1872 we accomplished our purpose. We had a line constructed across the continent and the Eastern Extension Company had their cable landed at Port Darwin: and in October of that year communication was opened up from Australia with the rest of the world by means of the cable.

Hon. Mr. FOSTER.—What is the length of the land line?

Hon. Mr. PLAYFORD.—Nineteen hundred and seventy-five miles. We generally call it in round numbers two thousand miles. Now, we received no subsidy for this and did it wholly without assistance, and in making our charges we made them as low as we possibly could. In fact we made them too low so far as our own interests were concerned, because we anticipated considerably more trade than ever we got. The cost of the line was £506,500. At the end of 1893 it had been working twenty-one years, and the net loss to the colony through the working of that line for twenty-one years is the large sum of £293,282 to the end of 1892-3, an enormous loss to a small community of about 340,000 souls. Now, that loss has been the other colonies' gain. We have charged so low a rate upon our telegraph line that we have sustained this loss in consequence, and the neighbouring colonies and our own people who were receiving telegrams from the outside world have participated in the benefit of having their telegrams or cablegrams taken at a lower rate than they really ought to have been so far as South Australia is concerned.

Hon. Mr. FOSTER.—Did you count in the cost, the interest on investment, the maintenance and all that?

Hon. Mr. PLAYFORD.—Yes, it is all fairly taken into account. I do not wish to go into the figures year by year. I have the whole thing here set forth in a parliamentary paper, and it is all worked out showing the interest that we have to pay on the money that we borrowed in London for the construction of the line.

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Hon. Mr. FITZGERALD.—What rate did you borrow at ?

Hon. Mr. PLAYFORD.—Four per cent, I think. I am not sure, some may have been borrowed at five per cent. In 1870 we were not borrowing money at very cheap rates. However, we simply put down the interest we have got to pay and the working expenses on the one side, and the total receipts on the other side, and struck a balance whatever it would be. Unfortunately it has been a debit with the exception of two years. With that exception it has been on the wrong side, and the total I have given you is the net loss that we have sustained in consequence of working the line for these twenty-one years. We never adopted the principle that was adopted by India. For instance, for many years up to within a few years ago the Indian Government charged all cable messages that came to Australia from Bombay and Madras at rates double those they charged their own people for a similar message across the same distance. The Conference of 1887 called particular attention to this and they considerably reduced their rate; but for years they made a really good profit out of it, whereas South Australia made her charges so low that they did not pay expenses in connection with their land line and acted in a totally different spirit from the Indian Government which insisted upon charging a very much higher rate, nearly double, for messages that went to Australia across their land line than they were charging their own people for similar messages across a similar distance. Now, in May, 1891, the rates between Australia and London were reduced. This was in consequence of the agitation that was got up in the colonies owing to the highness of the rate, full expression to which was given at the Imperial Conference of 1887, in London. Sir John Pender was examined on the subject, and he then suggested a way by which the Cable Company would be prepared to reduce the rates. For some considerable time negotiations went on, and in 1891, the full alteration was made in the rates. The ordinary rates then were 9 shillings and 4 pence a word from London, and they were then reduced to 4 shillings a word. Government messages were at that time 7 shillings 1 penny and they were reduced to 3 shillings 6 pence. Press messages were at that time 2 shillings 8 pence and they were then reduced to 1 shilling 10 pence a word. This was all done on, the colonies guaranteeing to the Eastern Extension Company one-half of the loss that they might sustain in consequence of the reduction of the rates which was really more than one-half. They took one particular year and said: "These are our receipts at the present time" one hundred and ninety odd thousand pounds or something like that—"when we reduce the rates if our receipts go below £191,000, whatever they go below we will sustain one-half the loss and you will make up the other half. If you think the business is going to increase considerably, in consequence of the reduced rates, so much the better for you. We sustain one-half the loss, you sustain the other half." An arrangement, also had to be made with South Australia on our land line. At that time our transit rate across the continent was 1s. 1d. a word, and that was reduced to 5d. The other colonies recognizing what we had done to procure telegraphic communication with Europe and the rest of the world, knowing the loss that we sustained in consequence of our not having charged sufficient to cover our working expenses and interest on the money we borrowed, very kindly came forward and generously asked "What do you estimate your loss at on the reduction?" Sir Charles Todd, the telegraphic superintendent and Postmaster General of our colony, who is a civil servant and not a Minister of the Crown, said he estimated it at from

£10,000 to £12,000 a year. The colonies then entered into a compact with South Australia, saying : “ You reduce the rate to 5d. and we will do this for you :—We will *pro rata* according to our population, make up the loss. You *pro rata* sustaining your loss.” The result has been since then, they have carried out that agreement and, I have no doubt, will continue to carry it out, because they saw that South Australia had lost so considerably in the past that they thought it was only fair to release her from any prospective loss, which they did in this generous way. Now in 1891-2—I am now confining my observation to making up the loss to South Australia—the loss was £10,414 on the South Australia land line alone in consequence of these reductions, of which the colonies paid South Australia the sum of £9,218 12s. 8d., the balance being her proportion to her population of the loss. Now, in 1892-3 the loss was reduced from £10,000 to £7,675, of which the colonies paid South Australia £6,816. In 1892, altogether, the colonies paid the Eastern Extension Company on their guarantee of their half of the loss, owing to the reduced rates, the sum of £27,520. In the second year, 1892-3, it was reduced from £27,540 to £21,778. Now we have to consider how these reductions were brought about, because they were not brought about, as you might imagine, by an increase of traffic, but wholly by another state of things. The colonies felt that they were paying a considerable sum in consequence of this reduction of the rate, and they said to the Eastern Extension Company : “ You may increase the rates a little and thus let us reduce our loss ”—that is, the loss that they had to make good to the Eastern Extension Company and South Australia. They increased our word rates. They did not interfere with the government rates or press rates, but increased their ordinary rates from 4s. to 4s. 9d. a word. South Australia’s transient rates had been reduced from 1s. 1d. to 5d. and we increased it to 7d. That accounts for the fact that in the second year that I alluded to there was considerable reduction in the amount of loss, because there was an increase in the transit rates. Then what made the loss still less in these years was that in 1893, (Honourable gentlemen of this conference will recollect), the colonies passed through a financial crisis, and that crisis added very considerably to the business of the company, because of the increase of messages that passed between England and Australia. Some of the agents telegraphed in many cases, the whole of the text of the terms that had been entered into when reconstructing the banks. They telegraphed every word and paid hundreds of pounds frequently for one telegram. That won’t occur again, I hope ; so, we cannot expect for years to get anything like the heavy amount for cable rates that we did in 1893. Now, I think, the colony which I represent should certainly receive some consideration, if this Pacific line of cable is to be constructed, with government subsidies, owing to the position that South Australia has occupied.

I am sorry that Western Australia is not represented here, because she has a very considerable interest in this matter. We have some interest in connection with Western Australia, because directly we made the communication across the continent we felt it only fair that Western Australia should be connected with us, and we made a land line at a cost of £70,000, which never paid interest on the money. We made the land line to connect Perth with the principal cities of the colonies, not merely to connect Western Australia with Great Britain and the rest of the world, but also with the neighbouring colonies. She met us, and she did more ; she constructed a line of telegraph right along her north coast to Rhobuck Bay ; and the Eastern Extension Company, alive to the importance of keeping communication open as much as possible, constructed a

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special cable between Java and Rhobuck Bay ; so that if any interruption takes place on any of the lines to Port Darwin, we have a third line through Western Australia ; and therefore, I am sorry she is not represented. She spent a very large sum of money in the construction of this land line for the purpose of getting another means of communication in case the communications by the routes through South Australia broke down in any way ; she spent a considerable sum of money, and they get a subsidy from South Australia, I think, of about £1,000 a year. Our line takes the whole of the messages ; it is an easier line to work, running through the continent from north to south ; whereas the other line runs along the coast, and is more liable to be interrupted by thunder storms and atmospheric causes, messages have to be repeated at shorter distances than on our land line ; but Western Australia deserves great consideration on account of the work she has done in making a land line by which the colonies are by means of the cable to Rhobuck Bay, laid by the Eastern Extension Company, secured against nearly all possible chance of being cut off from the rest of the world. If you are going to lay a cable across the Pacific there will be a competing line with the lines already in existence. South Australia and Western Australia, at all events have not gone into this matter in a commercial spirit at all, but simply for the purpose of helping themselves and helping their neighbours to be brought into connection with the mother country, desiring to make no profit out of it, as an ordinary company would ; therefore, consideration should be given to their claims. Supposing this new line is made by government subsidies, Western Australia has considerable claim to consideration in the matter. Now, I think I have put very clearly before the conference the position of the colony of South Australia, and I have given, as briefly as I possibly can, the money we have spent, the work we have done, the losses we have sustained and the losses we shall undoubtedly sustain in the future if this cable is taken through the Pacific. We will not oppose it if it is required for imperial or public purposes ; we will support it ; but we will ask that those colonies that do subsidize the cable and do assist in its construction shall take our case into consideration, and not let us too severely suffer for our pluck and enterprise in years gone by when we were a small community, and when the success of the enterprise that we undertook was very doubtful.

Hon. Mr. FOSTER.—What do you think you will lose ?

Hon. Mr. PLAYFORD.—It will take our messages. If you want to send a message from Vancouver to Australia you have to send it across our line, and if this cable is constructed you send it across the Pacific line.

Hon. Mr. FOSTER.—Will not the general increase of business make it up ?

Hon. Mr. PLAYFORD.—I think you will find it will not make it up. In our case, we were under the impression that the increase of business would make it up, but we found it did not, and we had to raise the rates a trifle to make up for it. By means of codes you are able to telegraph an immense amount of information with very little expense ; and if I, as a private individual, who have no code, want to send a message to Australia, if I were in London, I would go to Dalziel's or Reuter's, or some agents, and they would telegraph it by their code and give it to my friend in the colonies ; and the result is very few words are sent after all ; and the increase in the amount of business done in consequence of the reduction of the rate is very much less than might be anticipated. We have given it a good fair trial, and we have found how mistaken we were in supposing the increase would be as great as we originally imagined.

Having shown the position of South Australia in the matter, I wish to say a few words on the general subject, and I will simply give you my own individual opinion. I shall not speak in any sense as representing the opinions or views of my government. Hitherto I have done it; I have done it as representing the South Australian colony, and I have done it as a friend to Western Australia in representing their claims to you. What I have previously said I have said with the full concurrence of my own government, and I know I am expressing the views of my own colony and government. What I am going to say now is the result of a considerable amount of research about this Pacific cable, and I will give you the result of my inquiries. I do not speak as an expert, but I think I have certain information which is worthy of your consideration, because in considering this subject we will have to look at the difficulties attending it, and I want to point out a few of those difficulties. It is all very well to say it is desirable to construct a cable across the Pacific; no doubt it is desirable; nobody will dispute that for a moment. It is very often desirable to do a great many things, but the question of cost, and the questions of whether it will pay, and so forth, come in, and we have therefore to look at all the difficulties attending the position, and I wish just to say a few words with regard to this cable, and point out to you some of the difficulties I see attending its construction, and cost in connection therewith. Of course in considering the construction of this line of cable, the first question we ask is, Is it wanted? And if it is wanted, what is it wanted for? So far as connecting any part of the world—at all events the continents of the world—with Australia, it is not wanted; they are all connected now. I can send a telegram from here to-day, and have it landed in any part of Australia in a very few hours. In fact, the time of day in which it will get to Australia will be backward in many cases; that is to say, the telegram will get there before it has been sent, if you can understand that. There are nine hours difference in time, and you date it a certain hour; it takes three hours to send it; and the result is that we have, in some instances been informed of the death of a man at six o'clock in London before six o'clock in South Australia; we hear of his death before it occurs.

Mr. LEE SMITH.—That is not usual in commercial matters.

Hon. Mr. PLAYFORD.—We ask, therefore, what is it wanted for? And I think we may safely say it is not wanted to connect the colonies with Europe, Asia, Africa or America, they are all connected now; and we are connected by a system which can do five times the amount of work without the slightest difficulty that we are doing along the lines now. We have in every instance duplicate, triplicate, quadruplicate cable the whole of the way; if one breaks down there is another to rely upon; and so we have the best means of communication that we can possibly have at the present time; therefore, it is not wanted for that purpose. And then we have got another question to ask in connection with it, what do the colonies pay for the present line of communication? The colonies pay a great deal now. Here are the figures. Take 1892-3, which is the time when they paid the lowest; they never paid such a small sum as this since the guarantees were entered into; they paid the last year, 1892-3 £6,813 to South Australia for the reduction of rates on her land line. They gave to the Eastern Extension Company £32,400 for a cable subsidy; they gave to the Eastern Extension Company for the cable guarantee fund £21,778. I am leaving out the loss South Australia sustained in consequence of the reduction of rates, because I have not reckoned that, and it would be fair enough that that should go down as a payment. Some £60,990

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was paid by the colonies last year for the present communication in the way of guarantees and subsidies.

The PRESIDENT.—How long are you bound to pay?

Hon. Mr. PLAYFORD—Till the end of the century, about five years; and the cable guarantee fund is a guarantee that the Eastern Extension Company shall not suffer more than half the loss in consequence of the reduction of rates. I do not know how long it runs. However, we pay this now for the present line of communication, and a considerable portion of this we shall have to continue to pay; there is no doubt about that. This does not include special sums that are paid by New Zealand for the two cables that connect her with Australia, nor does it include the £4,000 paid by New South Wales and Queensland for the New Caledonia cable, nor the subsidy paid by Tasmania for the short cable from Melbourne to Tasmania, and in round figures you may say we paid last year some £70,000 towards the present cable communication we have with the outside world in Australia. Now, it is said it is wanted for the purpose of connecting America by a shorter route with Australia, and to give telegraphic communication with certain islands in the Pacific. No doubt it is desirable, and I admit it; but what are you going to gain by your telegraph communication with those islands that you connect? There is little or no trade with them, and there never will be a very big trade or business as far as I can see. But the main stress is laid by the advocates of the cable upon its strategic importance. Now, then, if it is wanted for strategic purposes, how is it that we never received a report from an expert from the Imperial Office, showing that it was so wanted? How is it that Mr. Fleming and Sir Charles Tupper and other gentlemen who have taken a deep interest in this cable, advocating it on the ground that it would be of such great benefit to the Empire in case of war have never, during all these years since the Imperial Conference met in 1887, got the opinion, through the Colonial office, of course, of some imperial officer fitted by his position and his knowledge to express an opinion on the subject? Why, gentlemen, we have no such information. You have got the hydrographer's opinion; he is opposed to it; he says it is not wanted for the defence of the Empire; the post office say they do not want it. Now, that is all you have got, and you have nothing more. In no case can you bring me forward the opinion of a gentleman who, on account of his special knowledge, could give us an opinion as an expert; we have got no such opinion that I am aware of with regard to it being necessary for strategical purpose. And I do think that it is somewhat singular that Mr. Fleming or Sir Charles Tupper did not approach the Colonial office, did not ask for a special report from some imperial officer and did not obtain these facts for our information before this conference. I have heard Mr. Fleming, and I had hoped to hear that he had approached the Colonial office, and I hoped when he read his paper the other day that he would show us he was backed up in his assertion that it was required for strategical purposes by some competent authority; but no such competent authority has up to the present time, I point out, been produced. So far as we know, the imperial authorities do not consider this of great importance for strategical purpose.

Now, let us briefly trace the history of this proposed cable. The first paper that I have seen on the subject is dated in 1886. I daresay it was talked about in Britain long enough before, but these things do not come to a head or usually do we get a definite proposal until some little agitation has been going on outside, and a great many minds have been exercised about it. The first paper I have been able to get on the subject is



one dated 1886, by Mr. Sandford Fleming. It estimates the cost of this line at £2,500,000. He wanted then a subsidy of £100,000 per annum, and his proposal was as follows, that Great Britain was to pay one-half £50,000 a year, that Canada, New South Wales, Victoria and Queensland were to pay £10,000 each, that New Zealand, Tasmania and Western Australia should pay £10,000 between them, and he left South Australia out of the calculation altogether. Knowing what injury the cable would do to us, he could not expect us to be a party to put our hands in our pockets to give a special subsidy. That is the first proposal.

MR. SANDFORD FLEMING.—That was from Australia to England.

HON. THOMAS PLAYFORD.—Did you mean a cable across the Atlantic as well?

MR. SANDFORD FLEMING.—Yes.

HON. THOMAS PLAYFORD.—In the paper in question I have no recollection of any reference to an Atlantic cable. The Imperial Conference met the next year, 1887, and this question was by them most carefully considered. We had Mr. Fleming with his paper. We had a Mr. Hatton on behalf of the Pacific Telegraph Company with his statement, and we had Sir John Pender, the chairman of the Eastern Extension Company examined, and we had his paper as to the proposed cost, and so on; they devoted a great deal of time to the consideration of the question; they examined a number of witnesses, and they went into the matter most fully. Three points were brought under their consideration with regard to the proposed cable. The first was on behalf of the Pacific Telegraph Company, represented by Mr. Hatton, who offered to construct a line on receiving a guaranteed subsidy of £100,000 a year for twenty-five years. The rates were not to exceed four shillings a word. There was another proposal which was advocated by Mr. Hofmeyn and the Cape delegates, in which they suggested a line by way of the Cape of Good Hope to Western Australia, either by way of Mauritius or by way of St. Paul's Island, as mentioned by Mr. Fleming in the interesting paper he read to us the other day. And the third proposal was Mr. Fleming's, who was one of the delegates from Canada and who was in favour of the line being constructed by the different governments. In fact Mr. Fleming from that day to this has never wavered in his opinion that if the line is constructed at all it will be better and cheaper and more satisfactory if it is done by the governments in preference to a private company. He took up that position in 1887, and he has held to it all through; and you know how eloquently and how carefully he puts the points in connection with the advantages of the governments doing it over the companies doing it. And here I might be allowed to say, as I have got to that point, that I entirely concur personally with Mr. Fleming that if you are going to construct a cable across the Pacific it ought to be in the hands of the government in preference to being in the hands of a company for the reasons he has already advanced. (Hear, hear.) Now, what was the decision arrived at? And here, perhaps, I might be allowed to read the decision arrived at by that conference. I have it here. It consisted of two resolutions, page 514, second volume. It commences with a resolution very similar to the one we have under consideration now:—

That the connection recently formed through Canada, from the Atlantic to the Pacific, by railway telegraph, opens a new and alternative line of imperial communication over the high seas and through British possessions, which promises to be one of great value alike in naval, military, commercial and political aspects.

That the connection of Canada with Australasia, by direct submarine telegraph across the Pacific, is a project of high importance to the Empire, and every doubt as to its practicability should, without delay, be set at rest by a thorough and exhaustive survey.

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Now comes the question, what has been done since then? Are we to-day, in 1894, in a better position than the Imperial Conference to consider this question? I say no. Nothing has been done since then, with the exception of the "Egeria" making a few soundings between Fiji and Australia. This thorough exhaustive survey has never been made, and we are certainly not in a position to deal with the subject any better than the Imperial Conference was, who, after taking all the evidence they could get on the subject, and going carefully into the matter, came to the conclusion that they could not deal with it, that they could not further consider it until an exhaustive survey of the route had been made. Now, I will quote what the gentleman representing Canada said on that occasion, Sir Alexander Campbell. He moved the above resolutions, and this is what he said, among other things:—

Mr. Fleming is exceedingly competent to give an opinion upon the subject. The view expressed by him as to the depth of the ocean needs to be confirmed by an exhaustive survey.

He was favourable to the views that had been enunciated by his fellow-delegate, Mr. Fleming, but, at the same time, he, representing Canada at that conference, said: "Until we have this exhaustive survey, we can do nothing." Now, we will take what Mr. Fleming himself says on the subject. Mr. Fleming, on page 515, says:—

It must be admitted, however, that the facts regarding the Pacific are somewhat meagre, and it is really a matter of very great importance that every doubt should be set at rest by having a proper nautical survey made with the least possible delay."

There is the opinion of Mr. Fleming. Now, we will go a little further, and take the opinion of the Premier of Queensland, one of the colonies more deeply interested than any except, perhaps, New South Wales, of the Australian group. What does Sir Samuel Griffith say on this very subject:—

I hope that some steps may be taken, and I hope that the delegates will join in impressing upon Her Majesty's Government the importance, if they can, either of undertaking the survey of the Pacific, or of assisting us in that survey, because it is quite clear that until we know how far that cable can be laid there, it is idle to consider the conditions upon which we should undertake to lay it.

Now, gentlemen, that is the position clearly laid down by the conference, unanimously laid down by the representatives of Canada on the one end of the line, and by the representative of Queensland at the other end of the line—because it is almost sure to touch Queensland on the other end—agreed to by Mr. Fleming himself, who has been so enthusiastic in connection with this cable that, before we can do anything in connection with the consideration of whether we will undertake the laying of the cable, we, at all events, must have an exhaustive survey of the proposed route; and we must be thoroughly certain we can lay the cable, and know exactly what depth we will have to lay it, and what difficulties we will have to surmount, and all matters connected therewith; and I say we are in no better position to-day than they were in 1887. We have had no more soundings since then practically, and we are certainly not in any better position to-day than we were then. In connection with this cable, we have had such a multiplicity of routes that if I were to take up the time of conference in going over all the proposed routes on the Pacific I should weary you. Mr. Fleming has proposed no less than four and given estimates of no less than four. Conferences in Australia have considered the question, and the latest conference we have had on the subject is the conference held in the early part of this year in Wellington, an account of whose proceedings I only got by mail after I arrived here—a copy of the resolutions they carried and an account of their proceedings. This Wellington Conference agreed to a route. They agreed that the route should start from Queensland and go to New Zealand, from New Zealand to Fiji, from Fiji to Samoa, then from Samoa to Fanning Island,

then from Fanning Island to Honolulu and from thence to Vancouver. That route is not marked on any maps I have seen here, but I have a map in which the route is clearly marked down, which also shows all the soundings, and members of the conference can see it for themselves; and I will confine myself to that route, although that route does not conform to our proposed resolution. It does not avoid foreign soil. It goes to Samoa, which is under the joint protectorate of America, Germany and Great Britain; it goes to Honolulu, which is practically American; there is no doubt about it, and will be, sooner or later, I believe, part of that great republic. However, I have to take one particular line and argue upon it, and it appears to me the line I ought to take to argue is the line that the conference of New Zealand adopted—a conference of all the colonies. They met in Wellington at the commencement of this year, and after considerable deliberation agreed unanimously upon this particular line. Therefore, I take that line and leave out of my consideration altogether the lines that have been advocated by Mr. Flening or that have been advocated by others. Now I will read the resolution that was passed at that conference. The resolution reads as follows:—

That considering the importance of the interests involved both of a national and commercial character in the establishment of a Pacific cable, the representatives of the respective colonies assembled at this conference recommend their governments to consider the desirability of entering into a guarantee with the other colonies interested for a period not exceeding 14 years, and to guarantee interest at 4 per cent on a capital of not more than £1,800,000, to any company undertaking the laying of a Pacific cable, the tariff not to exceed three shillings per word for ordinary telegrams, and two shillings per word for Government telegrams, and one and sixpence per word for press telegrams to and from Great Britain and the colonies; and that the United Kingdom be asked to join in the guarantee, the routes to be either of the following, Brisbane to Aphira Bay (New Zealand), Aphira Bay to Suva, Suva to Apia, Apia to Fanning Island, Fanning Island to Sandwich Islands, Sandwich Islands to Vancouver, or from New Zealand to Suva, Suva to Apia, Apia to Fanning Islands, Fanning Islands to Sandwich Islands, Sandwich Islands to Vancouver.

The second line proposed starts from New Zealand and utilises the duplicate cables from Australia, following the route I have indicated to Vancouver. That resolution was agreed to as late as the commencement of this year, and I take that line for the basis of my criticism.

Now the following are the distances by this route:—From Vancouver to Honolulu, the distance in miles is 2,360. In laying a cable, of course you have to allow for what they call slack, and our Postmaster General, Sir Charles Todd, informs me that he considers 20 per cent will be required in crossing the Pacific. I therefore allow 20 per cent for slack, which makes the distance Vancouver to Honolulu 2,832. From Honolulu it goes to Fanning Island, a distance in miles of 1,050, allowing for slack 1,250; from Fanning Island it goes to Samoa—Apia it says in the resolution, but I give the name of the group instead of the little island—that is 1,330 miles, or, allowing for slack, 1,500; Samoa to Fiji, 678 miles, allowing for slack 814; from Fiji to New Zealand, 1,052, allowing for slack, 1,262.

So that, supposing by this alternative route it has only to go to New Zealand, and not directly to Australia, the distance the cable will have to be laid will be 6,470 miles or, allowing for slack, 7,764 miles. Then, supposing that route is adopted, they would go of course, from the Island to the main land by means of the two cables there at present which have been laid by the Eastern Extension Company; but supposing it is agreed to take an independent cable, then your distances would be as follows: from New Zealand to Australia 1,192 miles; allowing for slack 1,430; the number of miles, therefore, which the cable would have to be laid would be 7,762, or, allowing for slack, 9,994 miles. That would be the necessary mileage in order to connect Vancouver, the one terminus, with Queensland, the other terminus. Now, we come to the question, what are the soundings?

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There are six sections; five to New Zealand and the one from New Zealand to the mainland. On section number one there are no soundings at all, from Vancouver to Honolulu, but there are soundings between San Francisco and that place.

Hon. Mr. THYNNE.—Which had been made since 1887.

Hon. THOMAS PLAYFORD.—No, the "Tuscarora" made them before 1887, and they are referred to in the proceedings of the conference. It was done by the United States before 1887. They have not been made at all since, because they would not be made by us from San Francisco under any circumstances, because it was never contemplated to connect the line there. They were made by the United States Government before the conference. But the soundings that exist from San Francisco range from the shortest distance, 1,117 fathoms to 3,115 fathoms; it is getting up close up to 20,000 feet, with a drop along the line of 1,000 fathoms. Now in number two, from Honolulu to Fanning Island, there are no soundings, but parallel soundings have been made to an island called Phoenix Island; that ranges from 205 fathoms to 3,080 fathoms, with a drop of 3,000 fathoms in one place; and I need only inform honourable gentleman how necessary it is to have very careful surveys to miss the inequalities and to go round them through seas liable to volcanic eruptions like the Pacific. Between Honolulu and Fanning Island there are no soundings, but there are between that point and Phoenix Island, and I have given the depths. Now number three, from Fanning Island to Samoa there are only soundings for a short distance; they range from 2,746 fathoms to 2,764. Number four there are only two soundings, one at the Samoa end and one at the Fiji end; Samoa end 2,600 fathoms and Fiji 2,805. From Fiji to Australia it has practically been surveyed the whole of the way, and the soundings are favourable, the position being that for about 5,000 miles out of 7,000 miles, speaking roughly, and leaving out odd miles, for 5,000 out of 7,000 miles we have no soundings at all. Now that is the position that I find from looking at this latest chart that I got in London, and which, I am informed by the Admiralty contains the latest soundings and the whole of the soundings that have been made on the Pacific.

The PRESIDENT.—That 5,000 miles is where?

Hon. Mr. PLAYFORD.—It is at this end; the other end is all right from Fiji, but from Fiji along this way the soundings are not made. Now, I wish to read you part of a report that was given to me by Sir Charles Todd, who not only has a colonial reputation, but a European reputation, a gentleman well acquainted with telegraphy and thoroughly competent to give an opinion, whose whole life up to the present time has been engaged in matters connected with telegraphy, and who is an acknowledged authority on the subject. I do not propose to read the whole of the report, but I intend to read part of it, because it speaks with great authority on this matter, and I will commence with the route selected by the New Zealand Conference, Vancouver to Honolulu, Fanning Island, Samoa, Fiji, New Zealand and Queensland:—

This route is less open to objection on account of long sections of cable, but it does not altogether comply with the conditions laid down by the promoters that the cable is not to touch at foreign ports. The cost is estimated at £1,800,000, on which, the resolution agreed to at New Zealand proposes a joint guarantee of 4 per cent for 14 years.

The through charge on private messages is fixed by the resolution at 3s. a word, and the press messages at 1s. 6d. Out of the 3s. at the ordinary existing rates, the company would have to pay out 1s. 3d. per word for transmission between Vancouver and England, or, say 1s. as probably special concessions will be granted. This would leave 2s. a word for the Pacific Company and say about 1s. on press matter.

"In estimating the revenue it has been assumed that the traffic will be equally divided between the Pacific and Eastern Extension Company, but such would not be the case. All that the former

could expect would be the whole, perhaps, of the North American business, which as I have already said is about 4 per cent of the whole, and possibly one half of the messages to and from the United Kingdom. It would get little from Europe and none from the east, India. The Straits Settlements, China, &c., all of which business would still flow through the Eastern Extension Company's cables; and the latter Company, it must be remembered, would not, like the Pacific Company, be wholly dependent or nearly so, on Australian traffic, as it carries all the international telegrams of the eastern countries within reach of its cables. The Eastern Extension Company is also closely associated with the Eastern Company, and the land lines to India via Persia.

In the event, therefore, of a war of tariff that company would be in a far better position than its rival, and in such a case I see nothing but ruin to the latter, if not supported by extravagant subsidies. The company would have to come on terms with the Eastern Extension Company, whose loss, under any circumstances, would also be very great.

Taking everything into consideration, I should not feel justified in estimating a greater revenue for the Pacific cable than £50,000 a year.

The working expenses including cable ship, &c., may be set down at £50,000 to £60,000.

At least 3 per cent—better still 4 per cent,—should be set aside for amortization, or say £60,000.

The financial position would therefore be as follows:—

Capital.....	£1,800,000
Revenue.....	£50,000
Guarantee 4 per cent, on £1,800,000	£72,000
Working expenses including maintenance of cables, ships &c., say	£55,000
Amortization.....	60,000

Leaving no margin of profit to shareholders who ought to get at least 7 per cent on such a risky venture.

Mr. Fleming suggests that the cable should be the joint property of the governments interested, namely Great Britain, Canada and Australasia, who might raise the capital at 2½ per cent. I do not see any practical difficulties in the way, but still it might be done, and if so the position would be as follows:—

Annual cost £1,800,000 at 2½.....	£45,000
Working expenses and maintenance as before.....	55,000
Amortization.....	60,000
	£160,000
Revenue.....	50,000
	<hr/>
Loss.....	£110,000

So the colonies would have to put their hands into their pockets to the tune of £110,000 to make up the loss according to these figures; and I know they are made not from a one-sided view of the question, but from an earnest desire only to speak what he believes to be the absolute truth in the matter.

That is the proprietary governments would for some time have to pay £110,000, or more probably £120,000, a year to keep the line open.

It must be further remembered that the cable would have to be laid at great depths, with abrupt inequalities, and over coral reefs, and as the British hydrographer very properly states 'It would require a long and minute search by a vessel specially fitted for sounding before the best route could be selected.'

Much is made by the promoters that this cable is wanted for strategetic purposes—in the event of war it would add to the security of the Empire. On this point the British hydrographer says in his report to the Admiralty:—

"Looked at from an Admiralty point of view the sole advantage of a submarine cable across the Pacific would be the power of communication afforded with ships at Honolulu and the Fijis and the surrounding groups. This advantage cannot be considered as, in peace time, great, and it would not appear in time of war to be important as the Fijis are the sole possession affected."

Now, there is the British officer talking about the strategetic cable; in time of war he says it does not appear to be very important.

Hon. Mr. FITZGERALD.—He is not a military officer.

Hon. Mr. SUTTOR.—He is a naval officer.

Hon. Mr. PLAYFORD.—He is a naval officer, I should imagine.

Lord JERSEY.—Oh, yes.

Hon. Mr. PLAYFORD.—Sir Charles goes on to say:—

It is said the present cables would be cut by the enemy, so of course would any cable laid under the Pacific. The latter being in long lengths could not be so easily repaired, nor could any particular section, if interrupted, be promptly bridged over by fast steamers.

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I may point out when our cable was interrupted, as it was, when we had only one cable, the space was bridged over by a fast steamer, running over and transmitting the messages, and only a few days were lost.

The short lengths of the Eastern and Eastern Extension Company's cables present advantages in this respect, whilst their importance connecting, as they do, the whole of the east with England, would lead to their being efficiently protected by fast cruisers patrolling the entire route. The weakest point in the present line of communication is, no doubt, in the Mediterranean, as France and Russia are the only two countries with which England is likely to be embroiled, but since General Brackenbury wrote on this subject, the English navy has been and is still being greatly strengthened.

This is the first time I have been able to see any reference to General Brackenbury, and I have never seen his report, but in talking with some of the members of the conference in London, they stated they believed the report was given to the conference, but it was to be kept secret. I should like to see that report. This was only put in my hands as I was leaving Adelaide and I had not time to communicate. This report seems to have been confidential because it never got into the papers. I recollect one of the members stating that they would have Brackenbury's report to consider later on, but I looked carefully through the proceedings and never could find any reference to it, so it must have been kept secret. I suppose it went into the probabilities of war, and it would not do for it to get abroad and get into foreign parts. Then he continues :—

At the worst, however, if the Mediterranean cables were severed we would still have an alternative line through friendly states in Europe. And there is besides a continuous chain of cables down the west and east coasts of Africa owned and worked, I believe, entirely by English companies, and although they touch at some points foreign territory they could with comparative ease be relaid or joined over and protected. These cables would connect at Aden. East of Suez or Aden the cables would be so carefully guarded as to secure practically uninterrupted communication.

Now, I wish to refer to another point. It is no use considering this subject in the light of one cable. You are only throwing away your time, and you are only going to bring disappointment and trouble in future if you do. Our experience has been, I say, that one cable cannot be relied upon, and that you must have two. Our experience in the first place was with a cable that was laid by the Eastern Extension Company from Banyuwangi to Fort Darwin; they laid one line of cable; for that they got no subsidy. Sir John Pender was perfectly right in his statement that when they laid the cable first to Australia they never got any subsidy at all, but when we complained of the constant interruptions, Sir John Pender said "We can do all our work on the line; it will not pay us with our amount of business to lay another cable, but if you like to give us a fair amount of interest on what a second cable would cost, we will lay a second cable;" and the colonies agreed to pay to the end of the century a subsidy at the rate of £32,000 a year, which was the interest on the money required for the construction of this line of cable; and the cable was laid. We were so impressed in the colonies with the absolute necessity of a second line of cable, that we agreed to put our hands into our pockets to the tune of over £30,000 odd a year in order to get it. Now, let us go a little closer and consider what has been done across the Atlantic. As far as my reading extends, the first cable laid would not speak very well. I think they got a message through at first, but it was found useless; the second cable was laid by the Great Eastern; it broke, and the Great Eastern laid another; and after she had laid it successfully she picked up the cable that was broke, spliced it, and there were then two cables. When telegraphic communication was opened with America two cables were within a short time of each other, laid and at work. Then, I think, the next to lay a cable was Mr. Bennett, of the *New York Herald*. Did he lay one cable? No, he laid two cables. If one of his cables had broken there was still

the other to send messages by ; he knew his messages would go all right even if one cable broke. Who was the next ? Jay Gould. He laid down two, and subsequently sold them. And take the lines that we have from Australia at the present time ; starting from Australia we have three cables, two from Port Darwin and one from Rhobach Bay. Go along further and you see four cables laid down. There is a multiplicity of cables ; so that in no case between England and Australia are we at present dependent upon less than three cables. It has been found imperatively necessary, in every instance where cables are laid in long distances, that they should be duplicated at the very least, if not triplicated. And, therefore, in considering this subject, you must consider it in the light that you will have to lay two cables. Sir Charles Todd told me two cables were necessary ; he had no doubt on that point. He said " I have not touched it, I have only alluded to one cable, and I have criticised it as lightly as I possibly can, but two cables must be laid, and the second one must be laid shortly after the first one is laid." Therefore, in making any estimate of the cost of cable communication between Vancouver and Australia, you must make provision for two cables, and that will go a long way to double the estimated cost as given by Sir Charles Todd.

Now, I come to another subject. Since the conference in 1887, a gentleman called Mr. Audley Coote, who has been for many years advocating a line of cable across the Pacific, entered into communication with the French Government, and suggested that a line of cable should be laid from New Caledonia to Australia and that that should form the first link in the chain of a Pacific cable to some point in America. Two of the colonies agreed to subsidize that first link ; I do not mean to say that they agreed to subsidize it with the intention of ever subsidizing it any further ; but in doing this, so far as the printed correspondence is concerned, they, I imagine, led Mr. Audley Coote to believe that they would, because he distinctly referred to it as the first link in the line across the Pacific, and he never departed from that position. New South Wales pays £2,000 a year towards it, and has agreed to pay it for 14 years, and Queensland has done likewise. When it became known in the Australian colonies that this arrangement had been made, there was a considerable amount of hostile criticism on the action of these two colonies in subsidizing a line going to New Caledonia. If that line was in any sense to be considered a link in the chain of communication across the Pacific, they have since said that they do not intend to go any further ; they intend to stop at New Caledonia.

In connection with this point, I wish to allude to a matter upon which there is a good deal of misconception in some of the colonies, and I think that at the earliest possible moment we should set that misconception right. Mr. Audley Coote in one of his letters told the colonies that there was a compact entered into in Paris, in 1884, in which it was agreed by the various powers that in time of war no cable nor telegraphic communication should be cut ; and it was an understanding based upon that assertion of Mr. Audley Coote's that led the people both of Queensland and New South Wales to believe that it was a matter of perfect indifference whether cables touched at foreign ports or not ; that if the great powers, including France, had agreed that they would not cut the cables in time of war, there was no necessity to trouble about the matter ; the cable will not be interfered with ; and I believe they were led astray in that way. In the first place, I wish to read a word or two from the report of the proceedings held in Hobart, in March, 1892, from the speech of the Hon. T. Unmack, who was at that time, I think, Postmaster General of Queensland, when this question

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was considered. Mr. Unmack in the most unmistakeable language tells us he does not think there is any disability at all in going through a foreign country. This is a minister of the Crown, and not an ordinary civil servant. I will not read all he says, but simply this part:—

The undertaking was a bona fide one.

That is the undertaking to connect Australia with New Caledonia, as a first link in the line across the Pacific.

The undertaking was a bona fide one, as far as they could judge, and the only objection he had heard raised was that the cable was to go to French territory. He did not think they need trouble themselves about that question because, first of all, they had seen how territories frequently changed hands, and as far back as 1884, they would find a treaty of nations by which they bound themselves that all cables in time of war should be considered as neutral.

Now, this is the Minister, the Postmaster General of the colony of Queensland, who speaks in this authoritative manner at a conference; and I have looked through the reports which I have here, and I find that not a single soul in the conference ever objected to it at all or criticized it in any way, or even said he doubted it. It was simply swallowed holus bolus, and I believe that is one reason why they agreed to that subsidy, which I am sorry they ever contemplated.

Hon. Mr. SUTTON.—What is the date of the conference?

Hon. Mr. PLAYFORD.—1892.

Hon. Mr. SUTTON.—The official correspondence shows there is no such treaty in existence.

Hon. Mr. PLAYFORD.—I am coming to the point; but now I am going on in my argument to show the misconception the colonies labored under, and the reason they subsidized this cable was, I believe, because of such misconception.

Hon. Mr. SUTTON.—No.

Hon. Mr. PLAYFORD.—Your New South Wales representatives did not criticise Unmack; they supported him in all his contentions; and therefore I judge that your representative from New South Wales let the matter remain in silence, believing that the statement made by Mr. Unmack was correct. Now, I am going to quote from a paper, dated 5th July, 1893, by Mr. J. C. Lamb, of the Imperial post office. In the course of his remarks, criticising this proposed cable, he says:—

It seems unnecessary, from the point of view of imperial interests, to go further into this plan, but it may be well to refer to a misconception on the part of some of those with whom it finds favour. Met with the objection that a cable landed on foreign territory might be of little use for the defence of the Empire, they reply that the difficulty is provided for by an international convention under which all cables are made neutral in time of war. This is not the case. The only international convention relating to the protection of submarine cables is that which was made at Paris on the 14th March, 1884, and if reference be made to the copy of the convention annexed to the Submarine Telegraph Act 48 and 49 Victoria, ch. 49, it will be seen that it contains no provision for the neutrality of cables.

And so our people, with regard to the matter of the neutrality of cables, have been labouring altogether under a misconception.

Hon. Mr. SUTTON.—We deny the misconception; we knew it was not so.

Lord JERSEY.—As a matter of fact, in that convention the rights of belligerents are expressly reserved.

Hon. Mr. PLAYFORD.—If they were under no misconception it is very peculiar the representatives did not point out the mistake to the Queensland people. However, I will not detain the conference further on that point. I have mentioned a number of difficulties in connection with this proposed cable, and, as Sir John Thompson said



that in considering this matter we would have to look at all sides of the question and sift it to the bottom before coming to a conclusion. I have, therefore, given the delegates the information I have gained, after careful study of the subject, and I have pointed out the difficulties that attend this project. In the first place, I contend that before you can do anything of a practical character, you must have a survey; before you can have a survey, unless you are going to have a useless and expensive one, you must define the route along which that survey is to be made. That is what you have got to fix. If the cable is to be laid, you must say "This is the route we want surveyed," or else you may have a route surveyed which, when you come to consider where the cable will be laid, you will abandon, and the survey will be practically useless so far as the purposes of the cable are concerned. You must first fix your route that you believe will be best to connect the two countries by; you must then have the survey made; then when you know what you have to contend with in regard to the bottom of the ocean, you can come to a conclusion as to whether you will have the cable made; but that survey will be the only means of estimating accurately the cost of the cable, without which you will certainly not be able to determine it; and therefore it appears to me that those of you who are in favour of this line of cable being constructed across the Pacific will have to content yourselves, as far as this conference is concerned, with going just one step in advance of the conference of 1887. They said it was desirable a cable should be laid; we say the same; and they said secondly, an exhaustive survey must be made, and we will, if we are wise, do the same; but this is what they forget to say: they forget to say what route it should go by; and consider the number of routes. The British Government very properly said: "We do not know if this line is going to be constructed; or where it is going to be constructed;" and the result was no survey was made or is made to-day. You must decide the route you want surveyed, and agree whether you will get the Imperial Government to do it, or whether your colonies, along with Canada, will put your hands in your pockets and make the survey. In addition to saying that it is desirable the line should be constructed, you will have to fix the route. That appears to me as far as this conference will be able to go in connection with the Pacific cable at this time.

The PRESIDENT.—Can you tell me what the total receipts of your overland line are, because I have been under a misapprehension altogether, arising out of an interview I had with a gentleman there last fall?

Hon. Mr. PLAYFORD.—I have the details in my hands; I have not totalled it up, but I have it each year and it is only a matter of addition. It is 21 lines, and I cannot give it at the moment.

The PRESIDENT.—I mean the annual receipts.

Hon. Mr. PLAYFORD.—In 1890, £41,000; in 1891, £34,000; in 1892, £35,000; in 1893, £39,000.

The PRESIDENT.—I understood from your Premier, in discussing this question with him, that the net revenue derived from your cable was about £40,000 a year, and naturally asked the question what position they would be in if this new cable was constructed? I asked him the question? "Do I understand you to say that the revenue derived from this cable investment of yours nets you £40,000 over and above the interest upon the investment and the working expenses?" and his answer was, as I understood him, Yes.

Hon. Mr. PLAYFORD.—It could not possibly be.

## Colonial Conference.

The PRESIDENT.—That is why I felt that I must be under a very great misapprehension, and it is somewhat singular that he did not set me right in the conversation which subsequently took place, because I said to him in reply “If you have a net revenue of £40,000 annually, why do you not reduce your rates in the interest of the commercial community? If that were in Canada, no government would be permitted to derive a revenue from an investment of that kind; they would be obliged to reduce it in the interest of the community who uses it; as that should be the object of all governments.” I remember the conversation distinctly, and am surprised he did not set me right.

Hon. Mr. PLAYFORD.—You were speaking to the Attorney General, a lawyer, not the minister controlling the Telegraph Department, and your question must have been misunderstood.

The PRESIDENT.—A lawyer ought to know the difference between a gross revenue and a net revenue. My argument was that if that were the case it was a profitable investment, and if so the duty of the government was to reduce the rates in the interest of the commercial community.

Hon. Mr. FOSTER.—Evidently by the returns the whole revenue was only £39,000.

### REPRESENTATION OF HAWIIAN INTERESTS.

The PRESIDENT.—Mr. DAVIES is to be here at 12. Is there any objection to hearing him now?

Hon. Mr. FITZGERALD.—That is the understanding.

Mr. DAVIES was then introduced to the conference.

The PRESIDENT.—We are discussing, Mr. DAVIES, the question of a Pacific cable, and shall be very glad to hear any statement which you desire to make, to the conference, either upon cable or trade relations, representing, as you do, the commercial and not the political aspect of the question.

Mr. DAVIES.—When I received your invitation, yesterday, I thought it was wiser to put what I had to say on paper, in order that I might make no mistake. With your permission I will be pleased to read the paper:

MR. PRESIDENT, MY LORD JERSEY AND GENTLEMEN,—

In response to your invitation I have the honour to present the following paper upon the subject of cable and steam communication in the Pacific:—

I am confident that whatever government may be in power, Hawaii may be relied upon in the future as in the past to legislate intelligently and definitely for the promotion of the interests of commerce, and in a liberal and broad manner.

It has been, and is, the earnest wish of the governing as well as of the business classes to bring Hawaii into the circle of Pacific Ocean traffic, and to cultivate the most cordial relations with her great neighbours to the north, south, east and west.

Hawaii desires not only their trade, but the respect and confidence of those neighbours.

In confirmation of this assurance, I may quote the following lines, which the present Minister of Foreign Affairs of the Provisional Government of Hawaii addressed to my firm at Honolulu, under date of the 1st of June. He says:—

“In regard to the matter of port charges this government is disposed to consider favourably a proposition working towards the reduction or total abolition of these charges in relation to your steamships; but would prefer to treat this matter in con-

nection with the subject of the carriage of the mails. The good-will of the government to your line has already been made manifest."

The minister goes on to say:—

"In regard to a trans-Pacific cable, negotiations are on foot of a confidential nature respecting the utilization of Hawaiian territory for that purpose. At the present time the government is unable to say more than to express its great interest in the project of a cable, and its desire to expedite it in every way in its power."

These words of the minister are in entire accord with the tenor of the report of the Chamber of Commerce upon the subject of steam and cable communication, a copy of which report was forwarded to Mr. Bowell and published in the report of his recent mission to Australia.

In matters of trade and commerce it has generally been found that what the Honolulu Chamber of Commerce has recommended, the government has endeavoured to carry out by legislation.

I will speak of the cable first.

The great aim of the commercial and of every other interest in Hawaii is to induce the projectors to land within what is known as the Hawaiian group. This aim would hardly have been gratified by the landing of the cable at an uninhabited island nearly 500 miles away, and my personal belief is that the recent annexation of Necker Island by Hawaii was undertaken in order to induce the landing of the cable somewhere nearer the chain of Hawaiian communication.

I say this, because I gather from the newspapers that the Hawaiian Government have in some way received the impression that there was an intention to carry the cable past Hawaii without touching here.

I have no right nor have I any intention to touch upon the points which might seem to have a political, or an international character. I can only assure the convention that Hawaii is unanimously anxious to have this cable communication, and that she will be found prepared to negotiate in that frank and friendly spirit which I endeavoured to indicate in my opening statement.

Leaving aside the questions of how to deal with the Imperial control, or at least with the neutrality of the cable, I should feel it unnecessary to dwell upon the immense commercial value of a central telegraph office in the Pacific Ocean—if I had not found by years of experience, the difficulty of making people understand that there was any Pacific Ocean—except in books about the habits and homes of coral insects.

In 1893,	2,000	passengers	arrived	in	Hawaii.
do	2,000	do	do	left	Hawaii.
do	8,000	do	do	arrived	in transit, making

12,000 in all, excluding what are called emigrants.

In the same time 13 ships of war and 310 merchant vessels arrived in Honolulu. Not one of those 12,000 passengers, nor of the captains and officers of those 32 ships, spent a single dollar on a cable message—simply because there was no cable.

I venture to assert that the revenue to be derived from the landing of a cable at Honolulu will greatly surprise those who estimate that revenue, merely by the population, or the area of that country. Hawaiians know that the fact of Honolulu being a cable centre, will bring a very considerable traffic to their port. They estimate that many more ships will come there for orders, and for charter when their owners know that they can be in telegraphic communication with themselves. Many ships now go to San Feo for orders, which will assuredly in future come to a port which is nearer the centre, and where their crews cannot desert, and where the expenses are very much less.

The cable means very much for Hawaiian commerce—but it means much also for the owners of the cable. I doubt whether any port in Australasia will contribute more towards their revenue, than the same port of Honolulu.

Even now steamers call there regularly from China, Japan, Vancouver, San Francisco, Sydney and Auckland, but we look—even as you gentlemen do, or you would not be here—to an immense development of that traffic.

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It is impossible to believe that Honolulu will be left long without a cable, and the first cable to land there, will have all the revenue to which I have referred.

It is hardly my province to detract from Necker or any other of the rocks that might be available, but I will read to you the official description which the Hawaiian Government has furnish to my firm, from the report of the Minister of the Interior, who took recently possession.

(“Copy.”)

### MEMORANDUM REPORTED BY CAPTAIN KING IN REGARD TO NECKER ISLAND.

No water.

No trees.

No grass.

Thin soil in places with patches of weeds, no other vegetation.

To support life, supplies would have to be brought to the island, including water.

The station there would be similar to that of a lighthouse.

No difficulty in landing at the north side in ordinary weather.

Landing is made by stepping on a ledge of a lava rock similar to the old Volcano landing on Keauhou.

No landing on south side as cliffs are inaccessible.

Anchorage on north-west side good.

Anchored three quarters of a mile off shore in 18 fathoms of water, bottom of sand and shells shelving towards shore. Captain King thinks a cable could be landed without great difficulty.

(Sgd.) F. M. HATCH.

“No water—no trees—no grass.”

“To support life supplies would have to be brought to the island, including water.”

“The station there would be similar to that of a lighthouse.”

This would not be the first time that life had to depend on the periodical supplies from Honolulu. For years my firm had so to provision Starbuck Island, Johnson's Island, Fanning's Island, Christina Island, and other guano islands, and though we had no mishaps we had constant anxiety. On three occasions deplorable mishaps have occurred, and in the present year the German caretaker on Hay-saw Island, was found dead in his cottage, by a passing shipmaster. I suppose hermits could be found to occupy even such an isolated tower, but I venture to say that its isolation adds somewhat to the argument which I have endeavoured to advance in favour of a very urgent attempt to secure a landing within the circuit of the Hawaiian Archipelago.

I will now turn to the question of steam communication—and in doing so there is less need of statistics.

I find that Mr. Bowell in his report has already presented the chief figures of Hawaiian trade: Imports in 1892—\$7,439,000—of which United States sent \$5,294,000.

Exports in 1893—\$10,818,000 of which United States took \$10,754,000.

Of that \$10,818,000—\$10,495,000 consisted of sugar and rice, which all went to the United States, by virtue of the Reciprocity Treaty.

But the statistics of exports and imports belong rather to the owners of the steamers, and the question of which this Convention is to treat is, I suppose, the establishment of a line between Canada and Australia. I have had a good many years' experience in these steam-enterprises, ever since Mr. Hayden Hezekiah Hall first beguiled a number of passengers from Sydney to Honolulu and there transferred them to the wretched little steamer “Idaho,” in which also I was unhappily a passenger. I have travelled by all the lines and by nearly all the steamers—and my personal verdict long ago was, that the first English steam line that crossed the Pacific, would sweep the trade.

A friend of mine who came up in the “Arawa” this last trip told me that it was the most delightful trip he had ever made; and I contrasted that evidence with my own experience  $4\frac{1}{2}$  years ago.

I am confident that the trans-Pacific trade would be more than doubled if the steamers that carry it were equipped and conducted as the Atlantic boats or the Empress boats are.

But there is more involved than the comfort or the number of passengers. These steamers open connection with new ports and districts, and that means a great impetus to the trans-Pacific lines. With a cable and an established steam line between Honolulu and Vancouver, a valuable trade is assured, not merely a diverted trade, but a trade that does not now exist—a trade that will be largely developed by your own cable—by the new enterprise which you have come here to discuss.

I suppose the cattle and sheep owners of Hawaii would echo that Canadian objection which followed Mr. Thynne's proposed shipments of Australian meats. But undoubtedly the system of cold storage will be introduced into Honolulu, and with those powers of consumption with which we astonish all visitors, we shall open a market for large shipments of meats, poultry and fruits.

Mr. DAVIES.—I would be pleased to answer any questions that may be asked.

The PRESIDENT.—I was going to inquire whether the present government, or that of the past, had not pledged themselves to certain subsidies, or offered certain subsidies for the construction of a cable to connect with this continent?

Mr. DAVIES.—There was an offer of \$20,000 per year as a subsidy to the first cable line, but things generally are in such a chaotic condition that I did not think it worth while to refer to that. I refer, generally, to the principle that the Hawaiians mean what they say when they make the statement that they will do everything in their power to assist, which statement the Minister of Foreign Affairs reiterates. Of course, the landing, the accommodation, the connection, and the whole thing, is a matter of negotiation. It would be impossible, under any circumstances, for them to say: "We will pay twenty thousand; what will you give us?" They are open to negotiate on terms which, I think, every one must consider satisfactory.

Lord JERSEY.—What is the distance to San Francisco from Honolulu?

Mr. DAVIES.—2,100 miles.

HON. Mr. FITZGERALD.—That is about 300 miles shorter than to Vancouver?

Mr. DAVIES.—Yes. I do not know if that is the cable distance.

Sir HENRY WRIXON.—Necker Island belongs to the Hawaiian Government?

Mr. DAVIES.—It does now, since the 27th May.

Sir A. P. CARON.—What distance is it from Honolulu?

Mr. DAVIES.—460 miles.

The PRESIDENT.—It was always claimed by the Hawaiian Government, I understand?

Mr. DAVIES.—They had never landed there.

Lord JERSEY.—But still, it would be within their sphere of control.

HON. Mr. FITZGERALD.—The island further west was claimed. This was the exception because they had not landed; at the others they did land.

The PRESIDENT.—Still, it was considered by the Admiralty as belonging to Hawaii.

HON. Mr. THYNNE.—I think I have read somewhere that the Hawaiian Government had given to a French company some exclusive right of landing a cable in Hawaii. Are you aware of anything of that kind?

Mr. DAVIES.—No, and, I am sure it cannot possibly be the case. If such were the case, I think I would have heard of it before.

## Colonial Conference.

Hon. Mr. FITZGERALD.—The trade of the Hawaiian group is now chiefly with the United States ?

Mr. DAVIES.—Yes.

Hon. Mr. FITZGERALD.—Have you any treaties still existing ?

Mr. DAVIES.—Oh yes, the reciprocity treaty still exists.

Hon. Mr. FITZGERALD.—Any time fixed for its expiry ?

Mr. DAVIES.—No. Either government may give twelve months' notice of abrogation.

Hon. Mr. THYNNE.—I would be glad if you would look at this, which purports to be an Act of the Hawaiian Parliament authorizing the granting of an exclusive right of landing cables in the Territory. The Act appears to have been passed.

Mr. DAVIES.—One of the conditions was that the cable was to be completed before the 1st January, 1894. Of course, I was aware of all that.

Hon. Mr. THYNNE.—Then the fact is that the authority which was given by Parliament has lapsed ?

Mr. DAVIES.—It has lapsed.

Hon. Mr. THYNNE.—This was practically in the shape of an offer. Do you think the Hawaiian Government would have any difficulty in making a similar offer or arranging similar terms, in regards to the projected cable ?

Mr. DAVIES.—I have very carefully guarded myself in speaking about the Hawaiian Government, because I am not authorized. I have confined myself to the Chamber of Commerce. The Chamber of Commerce would be favourable to a cable, and so would the government. May I refer for a moment to the report of the Chamber of Commerce ? This is what the report says :

The committee are very sensible of the great advantages which this community must derive from any traffic which brings us into direct connection with the various important countries which are touched by the Pacific Ocean. The special subject of the present report is the trade which may be developed between Canada on the north and Australia on the south by means of cable and steam communication.

Several schemes have been suggested during recent years for bringing Honolulu into telegraphic union with the world ; and it is not of very material importance to Hawaii whether the connection shall be made by one line or another. Undoubtedly the San Francisco connection would be preferable, because this is the point where our chief commerce is, and always will be, maintained ; but the committee are of opinion that every possible facility should be given by the Hawaiian Government to any country that will introduce a trans-Pacific cable to our shores. We are confident that the necessity for speedy communication with the naval and mercantile steamers that frequent our ports will compel governments as well as private owners to inaugurate a cable service for their own convenience and protection ; and the committee do not consider that this service will be hastened or retarded by any action that can be taken here. We therefore confine ourselves to the recommendation that this Government shall express its desire to facilitate, in every possible way, the creation of cable communication across the Pacific Ocean.

With regard to the subject of steam service between our shores and the Canadian and Australian Empires, the committee are of opinion that a very important development of our trade must follow the inauguration of such a service. The tropical products of our islands already find a large market in the North-west Territory of the United States, and with proper facilities we could send to the Canadian markets of British Columbia all the sugar, coffee, rice, fruits, etc., that they could dispose of. For the present, nearly the whole of our sugars are under contract to be shipped to San Francisco, and therefore are not available for shipment to any other market, but it is not improbable that an arrangement could be made between the San Francisco and Vancouver refineries whereby the latter could receive its supplies from Honolulu, and so restrict the importation of raw sugar to the Pacific Coast by discontinuing importations from Manilla.

The short experience we have had of the Canadian-Australian line of steamers enables us to express our confidence in the future of the trade it will bring to our shores. The contrast between the climate and scenery of British Columbia, and those of Hawaii, will induce a great interchange of visitors, and gradually open up an important passenger traffic, which cannot fail to be beneficial to both countries.

The committee are deeply impressed with the importance of giving every encouragement to this, and all other steam lines which make connections with this port ; and they recommend that the Government be requested to extend all freedom of port charges, that is in their power, to the steamers so coming.

Then the minister writes in response to that, saying that in regard to the trans-Pacific cable, negotiations are on foot, of a confidential nature, at the present time, and that, for the present, he cannot do more than express his great interest, and offer to do all in his power to assist.

HON. MR. FRASER.—How stands the Treaty with the United States Government ?

MR. DAVIES.—Subject to a year's notice, which, probably, will never be given ; it is too valuable to us, and the United States regard it as a sort of moral hold on the island. I suppose one-third of the ten millions which I stated, as to sugar and rice, is practically a bonus from the United States to the Hawaiian planters.

HON. MR. FRASER.—Could the Hawaiian Government treat with foreigners for a similar arrangement to that of the United States ?

MR. DAVIES.—No.

THE PRESIDENT.—They would object to the extension of that treaty, say with Canada, or Australia ?

MR. DAVIES.—I think the treaty itself prevents that, unless abrogated. I think it is really taking up unnecessary time to consider interfering, in any way, with the American Reciprocity Treaty. It is a treaty that has been very useful to the island, and very useful to the United States.

HON. MR. FOSTER.—Eight-tenths of the commerce running in that way ?

MR. DAVIES.—Yes.

HON. MR. FITZGERALD.—What is the population ?

MR. DAVIES.—The population is about 100,000. That includes natives.

HON. MR. PLAYFORD.—The natives are dying out.

MR. DAVIES.—No, the natives are not dying out. There are more children there than ever before. The old natives are dying out. The Queen spoke to me, some two years ago, when I was there. She said, I know that the Hawaiian race is disappearing, but my great desire, is the same as that which my brother had before me, that this little country shall remain under its own control, whatever people are here, the half-breeds are more loyal than the natives, they are intensely loyal to the Hawaiian flag, therefore, there is no prospect of the Government passing out of their control.

HON. MR. FOSTER.—Are the half-breeds a superior race to the natives ?

MR. DAVIES.—Oh yes, very much so. Then, there is a very large foreign population which is Hawaiian born, and they are forming a community of their own ; that community is a perfectly loyal one, so that I do not think there is any fear of the time arriving when there will be any necessity for Hawaiian independence to cease.

THE PRESIDENT, on behalf of the Conference thanked Mr. Davies for the able paper which he had presented.

#### THE PACIFIC CABLE.—(Continued.)

HON. MR. THYNNE—Hon. Mr. President, my Lord and Gentlemen,—In addressing you to-day I do not propose to take up one moment longer in speaking to you than I can possibly avoid. I may say at the outset I have consulted with my colleague and he desires me to present to you the views which he entertains as well as those of myself, which I will endeavor to express. I think, sir, before I go any further I cannot

## Colonial Conference.

but express my feelings of pleasure at the particulars which Mr. Playford has been good enough to give us, and the facts and information which he has given are interesting. But, beyond all, we have received with pleasure an intimation of the attitude which his government is prepared to take. I think it would be ungenerous on the part of any one of the Australian colonies to raise any serious objection to the attitude which the South Australian Government through their representative here to-day has expressed. Gentlemen, I think, in addressing ourselves to this general motion of Mr. Suttor, there is some danger of the discussion becoming somewhat diffuse, by reason of debating a number of minor points, which I think would properly, and economically as regards time, be dealt with in separate subsequent motions. On this motion, which is a general proposition that a cable ought to be constructed, I shall limit myself, as far as I can, to that one proposition without going too deeply into the minor details of the question, which will, no doubt, be dealt with separately on subsequent motions. Now, there are one or two matters, however, which I think I am bound to make an effort to clear away before entering on this question. Reference has been made by Mr. Playford to the resolution adopted at the New Zealand conference a few months ago. I have to state here, and distinctly that my government does not endorse the resolution arrived at by the New Zealand conference. There are circumstances connected with the passing of that resolution which I will not trouble you with, but which satisfy the Government of Queensland that they are really not to be held bound by the resolution which their representatives appear to have agreed to on that occasion. I think it would be a pity that any member should come to this conference tied too much as regards route or direction. I hope we will all approach the question as fairly as we possibly can. Now, as Mr. Playford has stated the attitude of his government towards the Pacific cable, I think I might as well give or endeavour to make equally as explicit a declaration of the desires of the Queensland Government. Their policy has been one continued policy for the last 20 years. They have never diverged, one ministry after another, from the same attitude right through the whole period, and I do not think I can put that policy in better words than were expressed, by a distinguished member of the Queensland Parliament, Sir Samuel Griffith, at the colonial conference. I think it will be shorter if I just quoted the words he made use of, which are as follows :—

The Queensland Government takes up this position ; that the Australian colonies cannot safely depend upon a single line of cable, and that a duplicate line of cable is necessary. There have been two or three conferences upon the subject. I recollect having been at one in 1877, when it was affirmed unanimously, that there should be a distinct and independent line. The Eastern Extension Telegraph Company maintain that they have given us a duplicate line by laying a second cable from Java to Port Darwin but as the strength of any line is its weakest point, we maintain that these cables, all of which run from England, through foreign territory or through seas continually full of ships of foreign countries, form by no means a duplicate line of cable, which we have always maintained should be established.

The Queensland Government to-day express the same opinion that a duplicate line is necessary and essential to the safety and welfare of the Australian colonies and we come here prepared to give our vote and assistance, so far as we are able to, for the construction of a new line. Some reference has been made to the fact that the Government of New South Wales and Queensland entered into a contract for a cable to New Caledonia, professedly the first step in the construction of trans-Pacific cable. Well, gentlemen the Government of Queensland does not feel itself in any hampered by the arrangement that has been made with that company in joining in the construction of a cable to Vancouver, and, if the occasion ever arises to question the propriety of the attitude of the Queensland Government, it will be time enough then for me to explain



the position of the Queensland Government. I do not think I am called upon to discuss that question now. I merely state that we are quite free to co-operate with you in the establishment of this line. With regard to Mr. Playford's address, I would like to say that while he has so distinctly and fairly defined the attitude of his government on this question—and in his address he drew a very clear distinction between the views which he expressed as the views of the South Australian Government, and the views which he expressed as his own opinions—we are very grateful for the large amount of information which he has contributed; but I do think that in his address he has succeeded in putting before the conference in the strongest possible light, every possible difficulty and objection with which we have to contend. With all due respect to Mr. Todd, for whom I have as high a regard as Mr. Playford, yet, at this conference, we have learned by experience that we have to look with a great deal of attention at the statements and opinions, which are expressed, honestly no doubt, by those who are interested either officially or otherwise, in either promoting the construction or opposing the construction of this particular cable. I am afraid that in the objections that have been put forward by Mr. Playford, he has included several things which I am sure this conference will agree have been already disposed of. We have heard of Capt. Wharton's report. Well, gentlemen, that is an old document. It was penned before the Conference of 1887, it treated the subject from only one, the commercial point of view, and the Government have not taken any steps which will lead us to believe, that the opinions which he expresses in his report are confirmed. On the contrary, it seems to me that the information which is given now by the latest admiralty charts, which Mr. Playford himself has been good enough to produce at this conference, affords an amount of information regarding this motion here, which clears away all the difficulties that have been raised so frequently in connection with the construction of this cable. I believe that this chart of itself has removed, and will be considered to have removed the main objection which has been raised to the construction of this cable. We have here on this plan practically a complete survey from the Sandwich Islands down to the Australian coast. There are small spaces there which are not included, but I think we can reason from analogy from the experience that we have had. There is a survey from Queensland to New Caledonia. That portion there is no question about.

HON. MR. PLAYFORD.—We do not propose to take the cable that way.

HON. MR. THYNNE.—But the nature and the cost of laying does not alter very materially so far as our present knowledge goes, and we can adduce the conclusion, that granted a certain average depth in the neighbourhood of these seas, we should be able to find a route on which to lay our cable without difficulty. We have a complete survey from Queensland to Fiji, and from Fiji to the Phoenix Islands thence to the Sandwich Islands.

HON. MR. PLAYFORD.—That is not the route proposed by the conference.

HON. MR. THYNNE.—Mr. Playford is taking it as conclusive that we are to follow the route specified at the last New Zealand conference. He is dealing with the route as if that is the one that would be adopted, although it involves a thousand miles of extra cable, a proposal which is not likely to be adopted. But whatever route may be adopted, I submit here that we have on this chart, a solution of nearly every difficulty with regard to the laying of the cable on these seas. Take the route surveyed from the Queensland coast to the Sandwich Islands, and there

## Colonial Conference.

is on this chart a complete record of the soundings that have been taken from the Sandwich Islands to San Francisco. If one has regarded these soundings carefully, the great lessons to be drawn from these figures is the extreme evenness of the surface of the bottom of that ocean. The depth varies only a few hundred fathoms.

Hon. Mr. PLAYFORD—There is one place where there is a fall of 1,000 fathoms.

Hon. Mr. THYNNE—Take the four lines of soundings taken between the United States coast and the Sandwich Islands, you will see that the soundings have been wonderfully even.

Hon. Mr. PLAYFORD—You had all that before the last conference in 1887.

Hon. Mr. THYNNE—There is some question about that. The survey was not completed until after 1887, but be that as it may, there is nothing which will lead us to suppose that the ocean bed a little farther north varies very materially from the ocean bed between San Francisco and the Sandwich Islands, because taking a straight line north of the Sandwich Islands for over thirty degrees, there is a fair amount of evenness on the surface of the ocean bed. Again due west of San Francisco Harbour, a series of soundings have been taken, which a cable would touch running from Vancouver to the Sandwich Islands, and there the ocean bed in the centre of that stretch is found to be exactly of the same depth as between San Francisco and the Sandwich Islands. There are only two small portions of that ocean of which we have no information at the present time. I think, gentlemen, that is a matter of great importance because Mr. Playford suggested, that the conference would simply content itself with taking steps for having a survey made, and leaving it for further conference to decide after the soundings are made, upon the construction of the cable. It seems to me that that is not going as far as it would be our duty to go at this conference. It seems to me that if we want to have this conference an effective one—we should assume, and I think, with perfect safety, that the route is a practicable one, and that all we need to trouble ourselves with on this occasion is, as to how we can all set about getting the cable constructed. I am opposed to losing much time in getting this cable constructed, and it may, perhaps, be not out of place for me to refer to the fact that there is a cable now to New Caledonia a part of the distance across the Pacific. When we have two other governments, that of France and the United States, undertaking the construction of a cable from New Caledonia to the islands of the Pacific and to San Francisco, one would think it would not be a matter of very great difficulty. They have made soundings, preparatory no doubt with the ultimate idea that they would have a cable laid, and it may be, if we lose very much time, or proceed in this matter with faltering steps, that we may find from our own dilatoriness, that the opportunity which is now offered to us and which may not be offered again of getting a satisfactory cable constructed, may be gone. I therefore, hope that this convention will not content itself with a mere resolution or even an arrangement as to the mode in which a survey is to be made or carried out, but that we shall go further and leave behind us the question and the difficulty of the route as a mere minor matter which can be easily disposed of when trouble arises. Now, a good deal has been said about this cable, that it is not safe, that it is likely to be interfered with on account of its being laid through a very wide ocean, that it is liable to be easily cut by any foreign power in time of trouble and war. Well, gentlemen, the view with which we look upon that question is this: If by any means upon a declaration of war, the cable is sound for one week after the declaration of war is made, the people of the British Empire will have been fully repaid the

cost of this cable's construction. I believe myself taking the estimate which is indicated to us as the estimate of the post office authorities of £1,800,000, it would be worth the while of the Australian colonies alone to pay the whole of that money, to be sure of at least one week's clear notice in case of a declaration of war. I do not think that the interests of Canada are at all different from the interests of Australia on a question such as that. But with regard to the feasibility of cutting a trans-Pacific cable, I would like to point this out. I was, for a considerable time, under the impression that ships of war could easily and readily cut any cable coming within their range, but on making inquiries, I find there is no power at present which has a ship of war with the appliances with which they can grapple a cable and cut it. The only vessels available for such purposes are the vessels kept for the purpose of repairing the line, and there are no other ships available for that purpose. I may be wrong; if I am, I shall be glad be corrected. I have been very much impressed with that view since it came to my knowledge, and I put it forward here as one of the strong arguments in favor of the trans-Pacific cable as a safe cable, as contra-distinguished from any other cable we have to deal with. Though there are a certain number of cable-repairing ships in the world, a very large proportion of these ships belong to the British Empire. The proportion of cable-repairing ships in the hands of any possibly hostile powers are so very few that I think we may safely rely upon our British Navy being able to keep a very good account of these ships and their movements.

Hon. Mr. PLAYFORD.—There is one now in New Caledonia.

Hon. Mr. THYNNE.—I do not think we need be very much afraid of one ship having power to grapple for these cables. I hope and trust our friendship with France is not likely to be interrupted, but, even if it is, I do not think that the mere fact, if fact it be, of a repairing ship being at New Caledonia is an element that should enter seriously into our consideration of the question here. Now, in our colony, as I have already said, we have adhered to one continuous line of policy from the very commencement. We have decided to oppose, as much as it was in our power to do, what we have regarded as a grasping monopoly—the Eastern Extension Telegraph Company. As an instance of the way in which they would argue, I think I can quote nothing better than the figures Mr. Playford has favored the conference with. I could not help thinking while he was speaking that the South Australian Government has not been fairly treated with regard to the proportion of the charges for transmission of messages over its line when it was left with such a large loss while the cable company itself was admittedly making a very heavy profit. South Australia has not been fairly treated in the matter and while we have all very much sympathy with the colony which has shown such a considerable amount of enterprise in constructing that overland line we cannot help pointing this out, that they have been to use a common expression, “rather got at” by the cable company when making their arrangements as to charges on their land line.

Hon. Mr. FITZGERALD.—South Australia would be considered in the new arrangement.

Hon. Mr. THYNNE.—So far as the attitude of South Australia is concerned I have already said it would be ungenerous on the part of any of the Australian colonies to raise any objection to the attitude of the Government which Mr. Playford has placed before us here to-day. While we have opposed this monopoly and have been extremely desirous of having an alternative cable to the old country we have withheld our assent from all arrangements; which nearly all the other colonies have from time to time entered into, and we stand to-day alone with regard to the charges on cable messages

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from Queensland to the old country. At least we are charged nine shillings and nine pence from Queensland per word at the present date. I am speaking what is a fact to-day, that the charge from Queensland to England for telegraph cables is between nine and ten shillings per word. The other Australian colonies are under the impression that they are getting their messages sent at a considerable cheaper rate. I wish to show that the other colonies are not; because instead of charging the senders of the messages with the full charge which we have to pay in Queensland it is put upon the general tax payer and only a proportion of it is charged to the transmitter of the message. Now the arrangements which the Eastern Extension Co. have made with the different colonies are such that they practically maintain their high and excessive tariff of nine shillings and nine pence throughout the whole Australian colonies.

Hon. Mr. PLAYFORD.—They send their cables from Queensland by way of Sydney.

Hon. Mr. THYNNE.—I deny that fact. When I send a message, I make the wording as short as possible, because I do object to the payment of such an excessive tariff, unless it is absolutely necessary to do it.

Hon. Mr. PLAYFORD.—The majority of your messages go to Sydney, and they are sent at a low rate to Queensland.

Hon. Mr. THYNNE.—I think I have already stated as clearly and as distinctly as I can the attitude of Queensland. I do not think I can add anything more. We are anxious to have the cable at the earliest possible moment, and we are quite prepared to pay our full share towards getting it. I forgot to refer to a statement that was made that the Queensland Government were under the impression that there was some international contract for the preservation of cables during the time of war. It was, I think, at the instance of Great Britain herself that there was a fair and distinct statement in the treaty of March, 1884, that it should be clearly understood that the stipulations of that convention should not have any effect upon the rights and acts of belligerents. I doubt whether it would be to the advantage of Great Britain, considering her peculiar position to be embarrassed in the belligerents right to interrupt an enemy's line of communications. There is no misapprehension of the effect of that treaty on the part of the members of the Government, whatever was the general impression. We have acted with a full knowledge of the true position of affairs, and we are prepared at all times as at present, to justify the particular course of action which we take. I thank you, gentlemen, for listening so attentively to the few words I have said. I have endeavoured to curtail my remarks, in order to save the time of the conference.

Sir HENRY WRIXON.—Mr. Chairman, My lord, and gentlemen:—Being, mainly, a legal representative, compels me to speak shortly, and leave to my business friends the task of going into detail. I will not pretend to deal with the minutiae of the subject, but will merely deal with some of the prominent questions which have been developed. In the first place, we, Australian Colonies, ask for the cable; we earnestly desire it. I may say we do that on national and Imperial grounds, more than on local grounds. We, Australian Colonies, if we merely regarded our business relations, might get on very well as we are. We have a very good service. It is a little expensive, but, that expense at any time we can reduce by the simple expedient of our different colonies voting something to the Eastern Extension Company, in consideration of reducing their rates. Therefore, speaking for Victoria, or for New South Wales, or Queensland, if we merely regard our service, and our interests as people, as shop-keepers, I do not know that we are very eager on this subject, on business grounds; but, we are very eager

on another ground, which I will refer to in a moment. We certainly appreciate the increased advantage, and the impetus to trade, which would result from the laying of a Pacific cable, because, there is no doubt whatever, that a cable going through the Pacific, merely from the trade point of view, would be a great assistance, and tend to promote trade. It would enable us to enter into trade negotiations with Canada, and other places. In that view, even in a commercial point of view, we are anxious for it; but, as I said, for the mere purposes of sending mercantile messages to Europe, we are very fairly supplied. What we are really anxious about is the Imperial and national point of view. The question of national defense at once suggests itself. There is no doubt whatever, as has been suggested by my friend Mr. Thynne, that in case of war it might be worth the whole of what this cable is supposed to cost, to the Empire and its dependencies if we could for a week, have prompt and immediate information as to the movements of an enemy; and, we know that with the present line of cable, in case of war, communication would most likely be interrupted, almost immediately. In that view, it is of great importance to us, and we feel deeply. Though a distant and far-lying portion of the Empire, we feel that we are part of the Empire, and we dearly like to be sure that in case of difficulty we have a safe and certain means of communication, which we cannot have under the present telegraph system. In that point of view, we are deeply anxious about it. We feel also that great weight is to be attached to the question of its being under English control, and touching only on English soil. As to the details, of course that is a matter that would require to be gone into more carefully. If we can have a cable through the Pacific, touching at Necker Island, which might be leased from the Hawaiian Government, we might be able to have the cable entirely on British soil, and entirely in seas under the command of the English Navy. We take that to be a matter of the greatest importance, and we are perfectly willing to contribute our quota. I must confess, Mr. Chairman, that in this aspect of the case, I have been a little surprised when reading the reports of some of the authorities in London. I venture to say that you, in Canada, are more English than the English themselves. Of course, if the English people do not care for this cable communication, it necessarily has its effect in making us not very anxious. When we read the report of eminent authorities, for instance the report of the hydrographer of the Admiralty, that the matter is of no consequence, that we are as well without it, of course it is rather absurd for us outlying dependencies, merely children of the Empire, to make any trouble about it, but, with great respect for such an eminent authority, while of course, I cannot pretend to offer an opinion on any strategic point, still I must say, it does seem to us it makes a very great difference to the Empire, in case of war, whether you have cable communication going through Egypt, or cable communication through the Pacific.

Hon. Mr. PLAYFORD.—Egypt is under the control of England, and is occupied by English troops.

Sir HENRY WRIXON.—Does my friend Mr. Playford mean to say that in case of our getting into a war with France, or with Russia, that the present cable communication would be safe?

Hon. Mr. PLAYFORD.—It would be safe through Egypt at all events.

Sir HENRY WRIXON.—I was saying if the authorities in London do not think it of any consequence, and if they do not want a cable through the Pacific for Imperial and national purposes, of course that is an important fact, and we must consider it; but I must refuse to attach that weight to the statement of the hydrographer

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of the navy, which has been read by Mr. Playford. That gentleman, of course, views it from his own standpoint, upon which no doubt he is the highest possible authority, but, apart from that altogether, no man can question but that in case of war, and complication with foreign powers, it would be a good thing for England, and her dependencies, to have this cable through the Pacific, free from foreign control. Certainly, the Australians cling to the idea that it would tend to promote the defence of the whole Empire, through which instructions and directions could be sent in case of need. If there is anything of importance to England in having a second cable communication, in case of war, then undoubtedly, there is a very great argument in support of the cable. When we look at the enormous sums expended by the mother country for defence, when we are told that there are some £18,000,000 or £20,000,000 to be expended in strengthening the navy, this cable costing some couple of millions, flashing the intelligence or instructions through might mean the safety of the colonies and the Empire. If there is any truth in that view it is a vital question for the whole Empire. But there is another view to which I think I ought to direct the attention of the conference, and, as to which we, in Australia, feel very strongly. If the matter is now rejected, if England throws the thing over, if England will not assist in the laying of this cable, there is very little doubt but that France will lay it. If it is not done by us, and by the Imperial Government, the whole thing will go into the hands of France, which would be a very serious question for us. There is already the cable from Australia to New Caledonia. I will cite one or two extracts on that subject which show what the intention of the French Government is. I think it will clearly appear that there is a sort of race, going on, for the Pacific. There is a trade springing up there. New interests are coming into existence, new ideas in the minds of men are being circulated, it is coming within the reach of commerce, there is a sort of race, between France, on the one hand, and England on the other, as to who will have the control in the Pacific, and which power will dominate.

HON. MR. PLAYFORD.—We have it all now. We have Australia and New Zealand.

SIR HENRY WRIXON.—But, if you have a cable from Australia to New Caledonia, to Samoa, to the Sandwich Islands, and thence to San Francisco, I would like to know whether that will assist or impair our prestige on the Pacific? That is what I want you to consider. If this conference, and if the Imperial Government say: "We cannot trouble about it; do as you like; we wash our hands of it," and if that gets abroad, I believe there are plenty of persons, interested in a commercial point of view, who will take up the cable, under the auspices of the French Government, and carry it through. We have had an experience of that already, with regard to the cable from Australia to New Caledonia. There are plenty of business men, I will not call them commission agents, but gentlemen who partly occupy that position, who would make something handsome out of such a contract. If it were announced that this conference will do nothing, and that England will not touch it, these gentlemen have a very good opportunity to go to France and say, "Will you now complete what you have commenced? You will have it under your control, it will be a French line, be laid by French ships, and be under French management." It would go to San Francisco, leaving us out in the cold altogether. People may want to make money out of it, and if we throw the whole thing over, they will step in, and will resume with France the negotiations they have already successfully carried on, which would practically leave

the whole thing in the hands of France, and really Australia will lose much, because the hope we cherish is that we will get France out of the Pacific altogether, in time, particularly out of New Caledonia. In this connection I wish to point out what is being done with regard to the cable from Australia to New Caledonia. This is from the French point of view. I do not at all mean to say that Queensland, or New South Wales, agree to the whole of what I am going to read. I want to show what the Government of France consider they have done, the obligations which they consider they have entered into, with a view of leading this conference to understand, that if England throws the thing over now, and will not go on, France is perfectly willing to take it up. There was this agreement entered into between the Government of France, and the Governments of New South Wales and Queensland as to the French-American cable. Mr. Audley Coote, a gentleman known to most of you by reputation, and to some of you personally, carried on the negotiations, and to complete the matter an Act was required. The matter is explained in a letter, dated the 7th March, 1892, by Audley Coote, and in letters addressed to the Postmaster General at Sydney, he says: "Referring to our conversation some few days ago on the subject of a submarine cable to start from the shores of Queensland, in the Pacific Ocean, to New Caladonia, as the first section of a proposed Pacific cable."

Lord JERSEY.—I understand that the company to which reference is made is not in a very flourishing condition, and that it has been reported to our government that there is no chance of its carrying out its hopes, unless, of course, the French Government comes to its rescue.

Sir HENRY WRIXON.—I know nothing of this particular company; it may succeed, or it may fail; but, what I want clearly to point out is this, that the Government of France undertook to pay two-thirds of the cost of laying this cable from Australia to New Caledonia on the distinct understanding that it would be the first chain or link right across to California.

Hon. Mr. SUTTOR.—They did not undertake that responsibility. France, and the others, contributed between them £12,000, not as a subsidy, but as a guarantee.

Sir HENRY WRIXON.—That I quite understand. I say that the Government of France clearly entered into this undertaking on the understanding that it was to be the first link in the chain across the Pacific to California. Can anybody doubt that? If we practically throw cold water upon this, France will step in and take advantage of the opportunity.

Hon. Mr. PLAYFORD.—I do not think she will. She has not interest enough. She has only New Caledonia.

Sir HENRY WRIXON.—I am going to read extracts to show that the French Government throughout regarded this as a link across the Pacific, and they so put it in their own acts. Of course, if England will do it, France will be forestalled; but, if you throw it over indefinitely, France will take it up. See what the agent or the promoter of this company writes. He addressed it to your government, Mr. Suttor. He says: "It is the first section of the proposed Pacific cable." In the agreement signed by Audley Coote, and the Postmaster General of New South Wales, it is said: "The said cable shall form part of the main Pacific cable, connecting Queensland with Vancouver, San Francisco, or other places in North America as may be hereafter determined." That is the agreement that France entered into.

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HON. MR. FRASER.—That is with a French company.

SIR HENRY WRIXON.—Undoubtedly, it is a French company, that is what I say. The French Government in the explanation of the Act authorizing the cable to New Caledonia recited that the company has succeeded in obtaining exclusive landing rights for Queensland, as well as the financial assistance of that government, and New South Wales. That is incorrect, I believe, but this is what the Government of France understood, and they informed their legislature that in entering into this agreement they got the exclusive landing right in Queensland. Then they go on in the bill to state, in the second clause or article, that the French company, which possesses the landing rights for the territory of the Queensland Government, undertakes to lay the cable and have it open for work on the 22nd September, 1893. The Society undertakes to maintain its headquarters in France, to have only French directors, to have the cable made in a factory situated on French territory, and to guarantee the submersion with a French ship, with a French staff, and any disputes that arise between the company and the Australian Government are to be determined by the French Government. I say the effect of the whole of that is to show that France paid, or entered into an undertaking to guarantee two-thirds of the business of this line from Australia to New Caledonia, on the distinct understanding that it was to be the first link in a Pacific cable, and that that cable is going through to either San Francisco, or to Vancouver. Therefore, I say, we are face to face with the question of whether we take it up, or France. If you throw it over, France will step in not merely through national motives—though I believe they would be actuated by national motives—but because they are business men. Directly they find that nothing can be got out of England, they will go on negotiating with France, and they will try to lay this cable, leaving it entirely in foreign hands, and under foreign control. That position, we, in Australia, would regard as a great misfortune. We think the Pacific ought to belong to Englishmen, or the descendants of Englishmen; we wish them to dominate over that ocean. We regard it as a great wrong that New Caledonia belongs to France, and we feel that this proposal, if rejected, would practically enable France to take up this cable business. It is a national question for us, and for the whole Empire. We feel that we ought to support it, even if it costs something, to carry it through, even if there is a loss. That is exactly our view. Of course, in a commercial view, we think it will promote trade, that we might have cheaper messages. The Imperial view or national view we regard as important, but, if we can, we want to prevent any other nation from becoming dominant in the Pacific. If this conference throws the whole thing over, you will throw it into the hands of France.

HON. MR. FOSTER.—Does the French Government give a direct subsidy, besides a guarantee of business?

SIR HENRY WRIXON.—No, they guarantee two-thirds of the business, and the Australian colonies of Queensland and New South Wales guarantee the other third, and the whole thing is in the hands of France. As I have read, the cable is to be laid by French people, to be laid by French ships, and in case of any dispute the whole thing is referred to the French Government.

SIR ADOLPHE CARON.—The French Government guaranteed 300,000 francs per annum.

SIR CHARLES MILLS.—How can they get on unless the Australian Colonies co-operate? Surely they have it in their power to turn their backs upon it, and the whole thing is dished.



HON. MR. SUTTOR.—The position with regard to the French Government and the colonies is this : Queensland and New South Wales contribute £2,000 each, and the French Government £8,000, but because of that contribution we have the free use of the line until the tolls reach £2,000 ; beyond £2,000, of course, we pay ; the governments have the free use of the line up to the amount of the subsidies. I take it for granted that the French Government has the same privilege we have, of sending messages through to New Caledonia up to the limit of their guarantee, which is £8,000. We are getting good value for the sum of £2,000, because there is considerable business done between New Caledonia and New South Wales, even from a government point of view.

SIR ADOLPHE CARON.—I ask merely for information, because I do not read this part of the agreement in the same way that my honourable friend Mr. Suttor does.

The French Government agrees to assist, by guaranteeing to the Society (with the co-operation of other governments), an annual income of 300,000 francs, but their share shall not exceed two-thirds of the whole amount, viz., 200,000 francs. The Government of Queensland and New South Wales agree to guarantee the remaining third part, viz., 100,000 francs, and it is agreed that their share shall not exceed this amount.

The PRESIDENT.—Read the guarantee which follows.

SIR ADOLPHE CARON :

The guarantee of the French Government which shall not exceed 200,000 francs, stipulated in the first paragraph of this article, will be applied solely to the payments of interest, and the redemption of special bonds to be issued by the Society, for the purpose of raising the necessary capital for the establishment of the Australia-New Caledonia cable, and the mode of application shall be drawn up in the usual legal form.

SIR HENRY WRIXON.—I may be allowed to say a word with regard to what Sir Charles Mills has interposed, because he makes a very pertinent and very natural query. He says, “ Why need you argue that ; you Australians can always prevent it.” What I want to point out is this, and I am convinced I am right in what I am saying. We are all in favour of England having supreme control on the Pacific, we regard it as essential to our rights, and to our existence as a nation, but if England takes the position of the hydrographer for the navy, who says he does not want the cable, which is no use to him, and if England means to say it is no use, we are thrown back upon some other line, and, however we might personally deplore it, the result of your throwing cold water upon this, and of the Imperial Government saying they will have nothing to do with it, will be that business men will not miss the opportunity presented, and there will be skilful agents, negotiating between the United States and France, and they will carry the cable through.

HON. MR. FRASER.—And Honolulu.

SIR CHARLES MILLS.—But the British Government has never said that.

SIR HENRY WRIXON.—But the hydrographer has said so. If you adopt the tone of that eminent authority in London, who says that it is no use to the Empire, that it is no use for defence, and that in addition to that the English mercantile community say they do not want it, the result will be that the thing will be thrown into other hands. We, in Australia, dearly cherish the idea that England should control absolutely in the Pacific, and that result will be imperilled. That is my argument. See how quickly France took up the New Caledonia cable. I am convinced I am right when I say if the feeling in England is to throw the whole thing over, and this conference is to throw the whole thing in the background, some one else will take the matter up and make a good thing out of it, because there is a growing trade in the Pacific. It is growing up imperceptibly. Men often cannot notice what is going on around them. There is now

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going on in the Pacific a growing traffic from point to point, and if we cultivate it and develop it, it will continue to grow. If this conference does not take the thing up, you will find somebody else will. I cannot go into the business details as my honourable friends will, but I have stated the broad ground I want to put it on. I do not want to see the Pacific handed over to French control. I think it would be most unfortunate to have the cable running through the Pacific under French control. I quite admit that the case of South Australia should be considered.

Hon. Mr. FRASER.—That is, providing she does not oppose our wants.

Sir HENRY WRIXON.—My feeling is, that as a matter of justice, something ought to be done. Certainly we are faced by difficulties. Undoubtedly, as Mr. Playford has said, there has been no survey made, and that really seems to be a matter as to which we may have some cause of complaint with regard to the Imperial Government, because, in 1887, all of the colonies agreed in a request that a survey should be made. 1887 is a good while ago, and nothing whatever has been done. I think that is some cause of complaint. Something might have been done, because, unquestionably, it raises a difficulty now, because we do not exactly know the route.

Lord JERSEY.—I think there has been a little more surveying done than Mr. Playford says. I have references here which show that the surveys have been a little more extended.

The PRESIDENT.—We complain that they stopped them.

Lord JERSEY.—They surveyed in 1888 and 1889; there is a general survey up to the Phoenix Islands.

Hon. Mr. PLAYFORD.—I admitted that.

Lord JERSEY.—But not being quite so complete as requested at the conference.

Sir HENRY WRIXON.—From Necker Island to Vancouver it is a blank.

Hon. Mr. THYNNE.—Not quite.

Sir HENRY WRIXON.—I admit that is a difficulty, but still it seems to me, we might arrive at a resolution contingent upon the final settlement of a route, a resolution which would define our different liabilities. I do not think it is absolutely necessary we should fix the route, though I would prefer, as a matter of business, that we should know exactly the course of every mile. But, now that we are here, though I hope there will be many future conferences, still we do not know how soon we will meet again; and, I think we might pass a contingent resolution defining the responsibility that England, Canada, and the colonies would respectively be willing to undertake. We might do that without absolutely fixing the particular line of cable. I hope we will be able to do something of the kind. If we do that, then it will be material that we should consider what should be the rate of contribution. It has been suggested that England should bear half, and Canada and Australasia each a quarter; but, my honourable friend Mr. Thynne has indicated in his resolution that he is prepared to go further than that. I am not in a position to absolutely pledge my government, but I think there will be very little difficulty in defining it in the way he proposes, viz., England one-third, Canada one-third, and Australasia one-third. As we are here in private, as regards the press, I feel free to express my opinions. I do not think it possible to carry out this project, unless the Imperial Government takes a part. I do not think it would be possible to do it. The Australian Colonies are prepared to take a share, but, if the Imperial

Government did not see its way to take part in it, I do not think that it would go on. More than that, I do not think it would be just that it should. If the cable were constructed, undoubtedly it would be more used by England, and by the business men of England, than by Canada, and the whole of Australasia put together. I believe it is a well-known fact in mail and telegraphic matters, that more goes from the centre to the circumference, than comes back from the circumference to the centre. That, I believe, is well-known. If we had the cable from Vancouver to Australia, it would be more used by the merchants of England, and more matter would go out from England to the extremities, than would come back from the extremities to England. Therefore, I think it would be unjust to suppose that Australasia and Canada alone should shoulder the undertaking. I am merely expressing my own opinion. I have no definite instructions from our government on the point, but I have no hesitation in expressing the opinion that if the Imperial Government does not see its way to take part in this enterprise, I do not think it is possible for it to go on. I imagine, however, that we could accept the proposal of my honourable friend Mr. Thynne, and each take a third. As to the question of one cable, or two, I think that is a mere difficulty of the future. The question is, now, shall we lay one cable. If we do, I believe we would find a growth in the volume of trade that would warrant a second cable. I do not think Mr. Playford is right in saying that we should not make one, because if we made one we would have to make two. You begin with one cable, when it develops a business which necessitates it, you can make a second. As I understand it, if you lay a cable in very deep seas you are very much safer than in shallow seas. Therefore, it might be possible that you could get on, for some time, by using one. At all events, it is not a fatal objection. The main question is the one in respect to the control of the Pacific, and whether this conference is going to throw the whole thing over. If that is done, I believe it will go into the hands of France.

Lord JERSEY.—It seems to me the question of strategy is one which should be left to the military and naval authorities to decide. By your argument the Imperial Government would be obliged to take their position upon that point, but it seems to me that it is of importance to ascertain from the representatives of the colonies their views first, as to the importance of the cable from a commercial and imperial point of view. Next, are they in favour of a principle of the cable from the colonies to Vancouver and so to England under the British control? Then are they prepared to assist in the expenses connected with making a survey? Again, should the survey be favourable are they prepared to pledge their respective governments to share in the cost, and if so, to what extent? I gather from what Sir Henry Wrixon has said that the idea is a pro rata share. These are the questions I must press upon the delegates and ask them for very clear indications on these points, so as to assist me in the duty that is before me. Of course it is not my duty at the present time to present any argument upon any of them.

Hon. Mr. FORREST.—I discussed this question before us to-day with my friend Mr. Thynne, and it came into my mind whether Mr. Thynne should add to his notice of motion that a survey would be undertaken, the cost to be borne in the same proportion as the proposed cost of the construction of the cable.

Lord JERSEY.—It is not unlikely that the Imperial Government before they undertake the survey would wish to know whether there was something to be done after the survey was made. They could not undertake the survey merely on the chance,

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leaving it open to doubt even if the survey were favourable as to whether the line would be constructed then.

Sir HENRY WRIXON.—There is only a small portion of the survey incomplete.

Lord JERSEY.—There is a larger proportion completed than what is sometimes stated.

Hon. Mr. THYNNE.—I think the question of the completing of the survey is merely a small matter, and is included in the general work which I was advocating the conference to adopt. It would come naturally within the resolution of which I have given notice. I did not treat the cost of the survey as separate matter as between the cost of construction.

Hon. Mr. FRASER.—After the points have been so well put by my colleague, Sir Henry Wrixon, I need not detain you for more than a few minutes. Of course my opinion is, and I hope the opinion of the others is the same, that before we came here we thought that the British Government had undertaken the survey long ago. It was assumed by our government that the British Government could not go back on its promise to complete the survey. Never did I think for a moment there would be any difficulty about that. As Sir Henry Wrixon has said, our government is most anxious about this matter. There is not the least use in cultivating trade relations and sending steamships abroad on the ocean between Australia and Vancouver, unless we fill the distance by cable communication. There is not the least use.

Lord JERSEY.—Of course you understand that I could not pledge the Admiralty to undertake the cost of the survey. That might be quite possible though, as they have got the ships.

Hon. Mr. PLAYFORD.—The British Government never made any promise to make the survey.

Hon. Mr. FRASER.—It was understood. •

Hon. Mr. PLAYFORD.—No, they did not make any promise.

Lord JERSEY.—No definite line was laid out.

Hon. Mr. FRASER.—It certainly was understood by me that the British Government was to make the survey. I know I have read letters and correspondence on the subject, and letters of complaint that the British Government were very dilatory in the matter. That I am positive of, but whether these letters were justified in the tone adopted I am not going to say. I am certain I have letters here, showing disappointment at the dilatoriness of the survey.

Lord JERSEY.—I believe I am correct in stating that the line taken by the Admiralty was, that there was no direct route laid down for that survey, and that there was not very much use in carrying out a survey till a route was adopted.

Hon. Mr. PLAYFORD.—Sir Henry Holland never promised the conference that a survey would be made.

Hon. Mr. FRASER.—The position is that the South Australian Government does not wish to run the risk of a competing line. I am quite sure when the time comes South Australia will not complain of the way she is treated by the colonies in this matter. Now, I am a common sense man, and I have been looking at this survey on this chart, and it appears to me singular indeed, that the survey from 'Frisco to the Sandwich Islands shows the ocean bed to be extraordinarily even. The bottom is even beyond what one would possibly expect, and the drop that Mr. Playford mentioned rather

alarmed me, but when I look at it, it is not so serious. It is not a drop at all, it is a rise.

Hon. Mr. PLAYFORD.—Then I suppose there is a drop somewhere.

Hon. Mr. FRASER.—I am pointing out the perfect evenness of the bottom according to this survey. There is a very gradual rise of a thousand fathoms on both sides. There is no quick drop. It is perfectly even grade for long distances, and will not in the slightest degree whatever interfere with the laying of the cable. The depth is remarkably even, and I hope Mr. Playford will withdraw that statement about the drop. My friend having made so much out of the drop, I am afraid the other arguments used are all in the same line, that perhaps the wish is father to the thought, and, therefore, while gentlemen of the conference will, I think, give the greatest respect to Mr. Playford's statements as far as data and facts are concerned, his arguments have gone further than is justified. The Government of Victoria is prepared to take its proper share of this at any time, notwithstanding the fact that we are passing now through the severest depression Australia has ever known, but we will get out of this with flying colours very shortly. Still while we are under this depression, as Mr. Thynne and Mr. Forrest say, we have no hesitation whatever in coming to an agreement upon the matter so far as it can be agreed upon. The survey from Frisco to Honolulu being so very favourable is it not to be assumed, that the remaining distance will be favourable also? I think so. Therefore I do not know that it is a serious matter that Mr. Thynne or Sir Henry Wrixon states. Let us pass the motion and get a step forward, if we can, because it is utter folly for gentlemen to come from the other end of the earth here to meet together and do nothing that will be satisfactory to ourselves, or to the colonies we represent. I, at any rate, would be sorry indeed to return to Australia and find that I can give a very poor account of what we have done. I am determined, at some risk, if possible to leave some resolution behind us that will clearly urge the British Government to take part in this proposal. Of course, I admit at once, that we are the persons perhaps most concerned in the matter because we in Australia are on the outside rim of the world and we are very anxious about our imperial connection. We are very anxious that our cables do not run through foreign countries; when they run through foreign countries they can be easily interfered with, and we are apprehensive that in time of war we would be from a week to a month without any communication and perhaps be swept down upon by some foreign power and not be prepared to defend ourselves. I remember well when the scare was, when we did not go to bed until small hours in the morning. I remember when we thought a Russian warship was coming down upon us, there were very serious thoughts in Victoria over the matter; and I quite support the statement, that were we without telegraphic communication at a time when war was imminent, we would not hesitate to spend millions of money rather than be without communication. Although we are under depression just now, we are remarkably wealthy. We can cut down our estimates by hundreds of thousands should the occasion arise for doing so. So if there was imminent danger in our colonies, I say we could very soon provide for the expenses necessary in this matter. Alone we could do it, but as the interests of the Imperial Government are certainly more than our interests, and her immense wealth in the shipping interests, it puts a responsibility upon her of doing her share in an imperial matter like this. Of course the important point is, if something is not done shortly some other power will construct a cable and we will be left out in the cold. We do not know what possibly

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may take place. On the Pacific ocean traffic is increasing month by month and year by year. The "Empress of Japan" the day that we landed in Vancouver brought in 30,000 boxes of tea. They never dreamed of such a thing a year or two ago, and this tea was principally going to the United States. Of course we want to have our British ships on the ocean that are available at any time and especially in time of trouble. We are anxious to know that our cargoes, when they leave us will be landed safely in England; unless we have this surety, we have to pay high rates of insurance which largely destroy the whole trade. Now is the time for looking for this means of reducing that, and there should be no trouble or no reason why we should not disregard a paltry sum of one or two millions, when the only thing that stands in the way is a survey. Can nothing be done to hasten that? We ought to hasten it. Of course, we cannot begin to let the contract for the construction of the cable until the survey is completed, but then something should be done to impress upon the home government the necessity of haste, and I am sure Victoria and Queensland will do so.

HON. SIR ADOLPHE CARON.—How long do you think the survey will take?

HON. MR. FRASER.—Of course, that is a question we do not know. The colonies have no means to make the survey.

HON. SIR ADOLPHE CARON.—If England undertook it, how long would it take?

HON. SIR HENRY WRIXON.—It is estimated by the Admiralty that it would take three years to make one survey with one vessel.

HON. MR. FRASER.—It does appear to me rather strange that there is always some difficulty turning up. As a purely business man during my whole life, it does appear to me very strange that whatever course is taken, something will turn up to impede the progress of this matter. It is not long ago since there was some correspondence on the subject. No sooner had the correspondence appeared when the Eastern Extension Company began to wield their enormous influence. I am not going to say that they are not justified in using that influence. Business men are the same all over. They are trying to put money into their own business concerns, and perhaps they are justified in trying to oppose any other rival company, but in this case something has always cropped up in some mysterious way at all times, but we have had gentlemen who are anxious to promote this cable, and the part which they have taken is creditable to them. I hope the opposition will cease in the future. The Eastern Extension Co. do not appear to think the difficulties are insurmountable at all just now. I believe they will be quick to accept a subsidy of £190,000. I believe from past experience that the statements of Mr. Sandford Fleming will be borne out. He has gone carefully into the matter some years ago, and the prediction which he made with respect to the business on the present line, has been borne out in a very surprising manner indeed. I may say that the Wellington resolution does not carry much weight in our colony at any rate. They do not look upon it at all as compelling them to act in accordance with the terms of that agreement. There is only one opinion, namely: that the line should be undertaken as speedily as possible from Vancouver to Australia and through British territory if possible, at any rate under British control. There should be no hesitation about that. I do say that the Eastern Extension Company's balance sheets, notwithstanding that there are three-quarters of a million in reserve, show they have paid on the

whole, about 9 per cent; and you must take into consideration the fact that a million and a quarter words would pass over our lines. I think naturally the greater bulk of that business would go over the new line if the government took it in hand. I was of the other opinion on leaving, but I am now of the opinion that it would be in the interests of Australia as well as imperial interests also, as well as to Canada if they took this in hand. I am quite sure of that now, after considering the matter carefully. It would be much to the interest of all concerned, if the Imperial Government, the Dominion of Canada and the Australian colonies undertook the matter. The work is a heavy work, yet it is simple. I have been a railway contractor for a great many years, and in this contract, the contract would be for the making of the cables and the laying of them. It is not a very serious matter, and I hope your Lordship will press that view upon the Imperial Government. There is one point in connection with the Eastern Extension Co.'s figures and that is, they are the manufacturers of their own cables. We do not know how much they debited to construction for these works. They manufacture their own cables and they may debit construction with very large sums, and net more profit than we see on the face of their balance sheets. That is another point to be considered. I think there is every prospect of the line paying after a few years and I hope this resolution will be passed.

Mr. LEE SMITH.—As one who, by calling is as much interested in this question as any other, I should have endeavoured to speak before, had I not been desirous of hearing the views of some of my neighbours from Australia. I listened with very great attention, in the first instance to the opening remarks by the Hon. Mr. Suttor, and I can cut matters short by saying that I totally agree with everything he said. I now pass on sir, to the question of South Australia. I recognize very fully that the position of South Australia is quite different from the position of any other colony. South Australia, before the time when telegraphy was as well understood as it is at present, incurred a very considerable risk in opening up a line of communication with Port Darwin, and thereby completing the connection with Europe. Mr. Playford has very carefully put before us the risk that his government undertook, the amount of money they invested, and the loss which has been proved to have taken place since it was opened. As a representative I could not justifiably advocate any steps being taken here which would, in the slightest degree, do an injustice to that colony; my colony recognizes what South Australia has done, and I trust the representatives of every other colony of Australasia will do the same. We come here for the general good of Australasia, recognizing that it must necessarily be in the interests of all the colonies to see that no injustice is done, and no wrong, to a colony which stands as the pioneer of Australasian telegraphy. With regard to that I will say no more. I will now pass on to the two aspects, from my point of view, that this question assumes. First of all, there is the imperial aspect, and then, the commercial aspect. So many gentlemen have dealt with the imperial aspect of the question that I do not think I need occupy your time more than a few minutes in recapitulation of the remarks which have been made, more especially so exhaustively by my friend Sir Henry Wrixon, who has gone into the question in a manner which shows that he has a perfect grasp of the whole situation. It is needless for me to say that should we be involved in war with any European power, there are many points of attack in connection with the present cable, and a corresponding number of chances that our communication with Great Britain would be cut off. On the other hand we know that the Pacific cable could be laid

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through waters, and in a manner which would leave very little risk of any indication being left of where the cable was, and, under any circumstances, it would be so far away that we would have an opportunity of keeping up communication with Europe, for, at least, a week, a fortnight, or three weeks, after declaration of war. The advantage of that has been very ably put forward by some gentleman who has preceded me. That, to my mind, would be a repayment of any risk we incurred. We would thereby be enabled to put our house in order, and make the necessary preparation for defending ourselves, which we could not do, with communication cut off. I will leave the imperial aspect of the question with those few remarks; but I do trust that Lord Jersey, the representative of the Imperial Government, will take a careful note of what is being said by every gentleman as to the imperial aspect of the question, and that he will do us the justice, that I have no doubt he will, in bringing before the Imperial Government the unanimous manner in which we all regard the Imperial view, and that if the British authorities have not yet realized, that the Australian Colonies are determined, under all circumstances, at any cost to keep their contact preserved, it is time that the British authorities took some other steps at arriving at that important result. Now, sir, I pass on to the commercial aspect of the question. Several gentlemen have spoken about the service between Australasia and Great Britain; some of them have said that the service is good. I have no doubt, sir, as a general rule, that the service is admirable; that is, so far as London is concerned, but with regard to the service between Australasia, Canada, and the United States, I am here to say, notwithstanding what the Hon. Mr. Playford has said, that there are innumerable delays. Telegrams generally leave our colony, and I dare say my colony is typical of the rest of the colonies, in the evening. When we have completed our day's business, we send off our London cables. Those cables to London get in, as a rule, about eleven or twelve or one o'clock the next morning, mid-day, so to speak, of the next day. That is, our midnight, or after midnight. We get replies next morning from eleven to twelve o'clock. But I have observed from my experience, and I have learned from many gentlemen engaged in business, that it is invariably the rule, that it is the day after that when Canadian or United States replies come to the messages we have sent the day before. Although it may look to be a minor point, we all know that the utmost despatch in the delivery of telegraphic messages is of paramount importance to commercial communications. I will show you how. I have been interested very largely at times, not so much now as in the past, in grain operations, and we have at times cabled to London and to America simultaneously. And upon the reply from those places I have made my operations depend. That is to say, I might send a message to London, and another to Chicago, to buy some California or other wheat. I might ask for offers. The next morning a reply comes from London, "We can do you California at so and so." I have to wait until the next morning for a reply from Chicago. There will be, very likely, a variation of a few cents a bushel. I have to wait from 12 o'clock at night until 10 or 11 next day before I know whether or not I shall accept the London telegram. That involves risk, as there may be some speculative excitement going on, and before you get your Chicago answer, the London market may have moved off, and between the two stools you may fall to the ground. That may look to be a very small matter; but, there is a very large business done in Australia and New Zealand in grain operations with London and the United States. It is of the greatest importance to us to have as quick communication as we



possibly can between points where we are doing business. Now, I have done with the commercial aspect of the question to that extent. But, there is another view I take of this subject. I regret to say that to my view the whole of this debate has taken a wrong direction. I do not wish to appear antagonistic, as I am afraid some of you may think, but, as a business man, I feel that we have proceeded on entirely wrong lines. We have begun debating as to routes, we have begun talking as to depths of the ocean, as to surveys, we have been discussing whether it shall go to Honolulu, or Fanning Island, we have been speaking about the French cables, and generally going all round the compass, without coming to the great question, as to whether this cable is or is not advisable. As a business man, if I wanted a small cable, of a few miles in length, or a small piece of road, or a canal cutting, I should not proceed in this way. I should bring together experts, and I should say to them, it is imperative for my necessities that there should be a certain thing done. I would have a definite line of action. I would not complicate the action by any side issue. I would go to the expert, tell him it had to be done, and find out the best and quickest way in which it could be accomplished. I would leave the expert to find that out. It would have been better for us to have proceeded to business in that way, by passing a resolution as to the desirability of carrying out a cable to Australasia, and then by a further motion deciding how it should be done. Several gentlemen have spoken of the advisability of the governments of Great Britain, of Canada, and of Australasia, taking this thing in hand as a government speculation. I totally disagree with that suggestion. Provided we are unable to find some large company, either the Eastern Extension Company, or private individuals willing to come forward, being guaranteed assistance in some form or other, it then becomes a question whether we should not at once take the subject in hand as a national concern. Recognizing, as I do, the necessity, the imperative urgency, I should be at once prepared to advise my government, and I believe my government will agree with me, to join in the carrying out of the cable on those lines; but, sir, it must be on the failure to carry it out on the lines first suggested. A number of gentlemen have spoken about the Eastern Extension Company, and they have spoken as though there was a feeling of animosity against that company from the fact that they have a monopoly. Gentlemen, it is the result of their own enterprise, and the risk they took. I say, all credit to them. It would be a monstrous thing, in the conference, if we should say anything bitter or antagonistic of a company that has shown such enterprise. It would not be worthy of us. The Eastern Extension Company have done nothing which would warrant this conference in saying anything against them. The company is composed of business people; they went into a speculation which involved great risks; the result, no doubt, is that they have made a considerable amount of money. They may—as has been suggested—have manipulated their accounts, and I suppose they may have done what many other business corporations have done, watered their stock, as many do in a similar position. It is a thing which is commonly done. It is no use of our trying to be too particular about these things. However, putting all this aside, the Eastern Extension Company have served the colonies well, and they are entitled to all credit; at the same time, my regard for the Extension Company does not lead me to wish or desire them to occupy that position any longer than is compatible and consistent with the welfare of the colonies, and Her Majesty's Empire at large. Acknowledging, as we all must acknowledge, that there is a risk, I hope at some very remote day, of being at war, we

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must admit that it would be to our advantage to have a double service. That is the view which should be pressed upon the Imperial Government. Sir John Pender wrote a letter in which I think he contests the feasibility of carrying out the work, or of there being a profitable future, all of which I think he gives away in the latter portion of his letter in saying that he would be very glad to co-operate with us in the building of it. If Sir John Pender, or any company will come forward and say to this conference, or say to the respective governments, that they are prepared to carry out this cable on certain terms, I should say, give it to Sir John Pender, as readily as to anyone else, provided the conditions are such as to preserve, for all time, the right of the British Government, or the Australian Colonies, or Canada, to have control over the cable, the right to purchase it, and every safe-guard against its being used prejudicially, as a monopoly. That is my view of Sir John Pender's position. His company would be just in the same position as any other company. With regard to the extension of business, Mr Playford has said that there would be no possibility, or probability of there being any extension of business.

Hon. MR. PLAYFORD.—No ; I said no very large extension.

MR. LEE SMITH.—Any material expansion, that is to say, sufficient to warrant the great expenditure. Let me give you a short illustration of what is being done between New Zealand and New South Wales. This leads me to remark that Mr. Fraser stated that we must take no account of the Wellington Conference.

Hon. MR. FRASER.—I beg pardon. I must not allow that to be noted. I said they were highly respectable men. The Postmaster General was an intimate friend of mine. I do say that our colony does not look upon that resolution as of any binding importance to them.

MR. LEE SMITH.—I have no desire to misrepresent my friend Mr. Fraser, and, possibly, my saying this will correct a wrong impression. My impression was that he said the Wellington Conference did not carry any weight. The Honourable Mr. Ward, the Postmaster General, I have no hesitation in saying, is as clever a man, in a commercial sense, as there is in the whole Australian Colonies. He has proved himself so, not only by his conduct of his private affairs, but also by the manner in which he has conducted himself as Postmaster General and Treasurer of our colony. That honourable gentleman recognizing that the telegraphic business between New Zealand and New South Wales was not carried on on such commercial lines as would induce the largest possible amount of business, and also recognizing, as I recognize, that a cable should be as much employed as possible, day and night, made one great plunge and proposed to the New South Wales Government that there should be a large reduction in the cost of cabling between New Zealand and New South Wales. The New South Wales Government saw it, they agreed with him, and he at once made terms with the Eastern Extension Company to reduce the cost per word, and these figures are worthy of note, from eight and sixpence to two and sixpence. The people of our colony thought he was doing a very rash act, but, he was a clever and a far-seeing man. The result was the business at once increased 84 per cent, and the decrease in the returns was only 25 per cent. Next year, the returns will not only be very much increased, but the result will be that there will be no subsidy to pay, as it was the terms of the arrangement made with the Eastern Extension Company, that in case there was a loss it was to be made up. I believe, as some others believe, that the days of telegraphy are only in their infancy. I believe, if we had a cable right through Canada to Great Britain, and have our communications carried at three shillings a

word, and ultimately at much less, we would bring about a system of what I will term domestic communication. At present, communications passing between New Zealand and Australia and London refer almost exclusively to business questions that involve great issues, but there are a number of messages now sent from New Zealand to Australia, and *vice versa*, which are entirely of a social character, and of no great importance,— simply congratulatory messages of one kind or another. The day is coming, and I believe not far distant, when we shall find that our people in Australasia will communicate with Great Britain much in the same manner, in regard to private matters, as we do on business matters. The usual rule is, for business men, in the evening, to telegraph in place of sending letters. No doubt it is prejudicial to the cultivation of letter-writing, and you are apt to mangle the whole thing, but the fact remains that you get communication quickly and easily. I do not think I need take up the time of the conference longer. I have endeavoured to put before you the commercial view of the question, and I think I have done so in a manner which will show to you that the whole of the colonies could, justifiably, give any company, even the Eastern Extension Company, some help in carrying it out. My view is that that ought not to be a subsidy; it should be a guarantee. Supposing the cable cost £1,800,000, and there was a 4 per cent or a 3½ per cent rate of interest, the imperial guarantee, or the guarantee of the several colonies, would involve something like £72,000 a year; that should be divided between Australia, Canada and the Imperial Government. I believe, inside of two, three or four years there would not be one penny to pay, notwithstanding all that has been prophesied by Sir John Pender, and all the others who have spoken of the impossibility of getting anything like a return from the construction. Of course the cables in Australasia are unoccupied, at least four-fifths of the day. We want to look forward to the cable being in operation day and night, the same as land telegraphy. I shall conclude, sir, by saying that we should not bother ourselves at all about routes at this time. We have no survey, we have nothing to go upon. There is no use talking about whether it should be Fanning Island, or Necker Island. The grand thing is, let it be known that we are determined to have a cable, and then we shall find plenty of companies, or private individuals, who will say, "Give us a subsidy, and we will put you down a line, we will guarantee it for so many years, we will give you control of it, we will give you a purchasing power, and do everything that is necessary to have it as much under your own control and command as though it belonged to yourselves." I do not think my government will be agreeable to assisting in this cable unless it be to a company, or to a private syndicate; but, as a last resort, I believe that they would agree with the proposal made of joining as a government, but not until every other way of carrying it out had been exhausted.

Hon. Mr. FOSTER.— I have listened with the greatest of interest to the discussion. While I have my own views upon the subject, yet, I am neither prepared to speak nor vote at present. What I would propose is that, after the Australian gentlemen have exhausted their right to speak, to let the question lie over, and take up other business, until the Canadian delegation have an opportunity of talking the matter over amongst ourselves. It is the only thing that can be done, because if one votes for this resolution, absolutely he binds himself as to ways and means. We cannot stand up and say it is desirable that a thing should be done in the interest of the Empire, without being prepared to go ahead and do it, and expend our share in doing it. That involves a question of ways and means, about which a little consultation will have to be had. I

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do not think it will delay matters. As soon as we have had an opportunity for consultation, some one will give the views of the Canadian delegation.

HON. MR. FITZGERALD.—The three questions put to us by Lord Jersey are very practical, and we, from Australasia, ought to have no difficulty in answering them. Speaking to the first question, if a report should be made that imperial interests are not concerned in the construction of an alternative cable route, we will be very much surprised. We feel that this is much more an imperial question than one of trade between Canada and Australia. We feel the deepest concern in everything that affects the safety of the British Empire, and the progress of every portion of the English domain. We also are grateful to the pioneers; the Eastern Telegraph Company, who, with such enterprise, have brought us into communication with the mother country, nor in any way detracting, we owe them a great deal, and hope they have made the profit they deserve. We are highly indebted to them, and, it is not in the slightest degree to injure their trade, from the credit which we think they deserve and have earned for their enterprise, that we ask for this alternative cable. We feel, not on the grounds of sentiment, that there must exist in England, not as a return for the loyal devotion which we entertain and are always glad to express that our trade with the mother country deserves this recognition. We consider, whatever may be urged to the contrary, that the present line of cable communication is not satisfactory. We say that that alternative cable line should be made and that it ought to be under the control of British influence, and British influence only. When it touches foreign soil, should there be, unhappily, a disturbance in Europe, the safety of cable communication is at once endangered. We think that at points in the Mediterranean, it is in danger. It is in danger in Egypt, and it is decidedly in danger as it passes through Portugal. In addition to our attachment to the old country, and our yearning for news, in case of disturbance, we feel that our trade relations deserve attention. The commerce of Australasia in 1881 was one hundred and one and three-quarter millions sterling; in ten years that jumped to one hundred and forty-four and three-quarter millions. Our wool trade in the same period, between '81 and '91 jumped from sixteen to twenty-four millions. Had the price of wool continued in '91 as high as it was in '81, that twenty-four would have been nearly forty. Our trade in wool alone would have been forty million pounds sterling. The commerce of Australasia with the United Kingdom comes fourth in order of nations. A commerce so vast, while increasing competition in the old world affects England so closely, we say with confidence, deserves that attention should be given to the request which we now emphatically put forth. We are endorsing the action taken by the Imperial Conference in 1887, and I confess that public men in Australia regard with some amazement the little attention which the resolutions arrived at by that conference on this subject, have received. We do not admit as regards the survey that it was not within the power of England to have completed it long ago. I may say, Lord Jersey, as regards the cost of the survey, Australia will not make any demur to paying her fair share, and I cannot believe the matter of pounds, shillings and pence have alone prevented England from making that survey. I am sure that if communications be opened between the colonial authorities and the home authorities on that subject, it will be found that the colonies will, without hesitation agree to contribute to it. If we refuse it would certainly be contradicting the earnestness with which this matter is now viewed in our country. I think that takes in the third point raised by Lord Jersey.

LORD JERSEY.—The main principle :

HON. MR. FITZGERALD.—Whether the cable shall be built at all? That I have been endeavouring to have shown by the interest with which it has been regarded and the importance of the question from the Australian point of view.

LORD JERSEY.—The cost of the survey is a minor point in my mind.

HON. MR. FITZGERALD.—I would not have mentioned it had it not been included in the questions you put to us. The cost of the survey would be merely a trifle compared with the total cost of the construction. As to the strategic point we answer it by saying it is most proper that England should look to officers of her army and navy for advice irrespective entirely of the trade view, which we regard as a very important one. We say that had the policy of the Colonial Office a few years ago been the same as the policy at present, England's influence would now be paramount in the Pacific, and there would be no difficulty felt as to where we should put the lines, and what points of communication we should have. Our belief is that the trade between Australia and Canada will grow and keep growing, and that the total commerce of the two colonies will continue to advance as it has done during the past ten years. How can we expect that this trade should keep increasing unless we have cable communication by which we can enlarge our commercial relations? I do not intend to press that point, because I apprehend no doubt exists in the present day ; commerce must flag without telegraphic service. Consequently, if the line of steamers is ever to be productive of good, a cable between Australia and Canada is a necessary communication. With regard to duplication upon which stress was laid by Mr. Playford, I may here say that he is in the discussion of this subject the *advocatus diaboli*, putting forward all possible objection. I hope I do him injustice, but that is the impression on my mind. I ask him to remember that improvements have gone on in the manufacturing of submarine cables, and if this service is completed, say in five years from this time, that its strength may be such that may prevent any necessity for duplication for some years and save that cost. There is no need to be frightened. Let us lay a cable and trust to Providence that there will be no disappointment. I never could understand why in the matter of the survey, with ships of the Imperial navy fitted out, so many of them for the work, the recommendation put forward by Canada, Australia and the Cape, should have remained a dead letter. The little pieces of surveys that Lord Jersey has referred to, are not what we want. The thing ought to be gone on with in a business-like way. Work should not be left off until it is completed. Then we will know how far the idea of Mr. Fraser is correct. The impression in our minds now is, that there are no submarine difficulties, and that we should without delay try to arrange among ourselves about going on with the construction. I quite agree with what fell from Mr. Lee Smith, that if the different colonies undertake this work, it must be in the nature of a guarantee and not a subsidy. I am of opinion if this work is to be done, it will have to be done jointly by the countries guaranteeing the money. If it is handed over to a company despite any restrictions put upon it, there is a risk that it will, after construction come under the control of the Eastern Telegraphic Company, thus probably lessening the advantages, we in Australia should expect to derive. Therefore the countries guaranteeing should have control of the construction, as well as the control of the cable after it is completed. I have no doubt that the difficulties that are now supposed to be very great, will be found to be comparatively small and we shall see that one result of this conference will be the establishment of thorough cable communication between Australia and Vancouver and

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through Canada to Great Britain subject to British influences, on British soil, and in every way possible British.

Hon. Mr. SUTTON.—In accordance with Mr. Foster's suggestion, I will agree to strike out the words "under sole British" in my resolution, and insert the words "free from foreign" making the resolution read "That in the opinion of this conference, immediate steps should be taken to provide telegraphic communication by cable free from foreign control, between the Dominion of Canada and Australasia."

Hon. Mr. FOSTER.—My idea in suggesting an amendment there was in view of the objection I took that it conveyed the idea that it must be under governmental control. Then we had the idea put in other words, but the words having relation to territory would not enable us to land at Honolulu. Now we may have to land there. We shall probably have to land at some place which is not British territory. If we do, we of course could only do so by making arrangements for a neutral territory to fix a landing place. If we put the words "free from foreign control" it will meet that point, and take away the difficulty that is found in the other expression.

Hon. Mr. PLAYFORD.—You will be able to go to New Caledonia in that?

Hon. Mr. FOSTER.—You will be able to go to any place where you make your arrangements.

Hon. Mr. PLAYFORD.—It simply means that you have only to make some little arrangements. I always understood that the view taken by Mr. Fleming especially, and a great many other people was, that this line of cable should not land on soil that was not under the British flag, and I think that is the idea we have in Australia.

Hon. Mr. SUTTON.—The only alternative routes are Vancouver to Necker Island or to Fanning Island. That is the only British territory we can possibly reach. Then you must either go to Honolulu or to Necker Island, and both these points are controlled by a foreign power. I think you ought to give us power to go to any one of these places.

Hon. Mr. SUTTON's amendment was adopted.

The PRESIDENT.—I would like to refer to some remarks of Mr. Playford. We all remember well reading Sir John Pender's letters. He makes three distinct statements: first, that it cannot be built; second, if built it will not pay; and third, if it is to be built he wants to build it. That is his position. I differ *in toto* from the position taken that there is too little business to be done. I have a distinct recollection that it was stated the Canadian Pacific Railway, if built, would never pay for the grease on the wheels. I am glad to know that the other day, the Canadian Pacific Railway declared a dividend of 5 per cent with a large reserve. As to this difficulty I think the positions between the Canadian Pacific Railway and this proposed cable are somewhat analogous. It was declared there was no possibility of getting the Canadian Pacific Railway through the mountains, but we decided to build the road. This Government entered into an arrangement to have the road constructed within ten years. It was said it was impossible to get through the mountains, but the result has proved that that prognostication was incorrect. These and all of the same kind of enterprises are condemned as impracticable when first suggested, but the party to which I belong has proved that enterprise, push and energy can overcome almost everything. I shall take the opportunity of reading a paper, but not now, in reply to Sir John Pender's letter that he sent to the Governor General for the information of the government

and which was referred to me as Minister of Trade and Commerce for my report upon it. I have a short report which I think answers some portions of his objections, and I will lay it before the conference before we come to vote on this question.

HON. MR. SUTTON.—I understood Mr. Foster to say that he desires that this debate should be adjourned so that the representatives of Canada may confer together, and arrive at some determination. If the debate is to be continued to-morrow it will be much more convenient.

HON. MR. FOSTER.—I shall be able to do that at the afternoon session to-morrow. It would be impossible to-night to have a conference.

SIR CHARLES MILLS moved the adjournment of the debate.

THE PRESIDENT.—Before the conference adjourned it might be well to have my reply to Sir John Pender read. It is as follows :—

The undersigned Minister of Trade and Commerce to whom has been referred P.C. Reference No. 210 J, being a copy of a communication from Sir John Pender to His Excellency the Governor General of Canada bearing date the 14th April, 1894, covering a copy of a communication from Sir John Pender to Sir Robert Meade, K.C.B., Colonial Office, of date the 4th April, 1894, having reference to the proposed Pacific cable to connect Canada with Australia :—has the honour to report that having given careful consideration to the statement made by Sir John Pender on the subject, he would respectfully recommend that His Excellency the Governor General be moved to reply in effect that his Ministers differ from the opinion expressed by that gentleman, that an independent line of cable communication between Canada and Australia is not required. On the contrary they have, after mature consideration, arrived at the conclusion that not only in the interest of Imperial Unity is such a connection necessary; but in the interest of trade between Canada and Australia it is almost indispensable. Nor can they agree with him in his conclusions respecting the business which would be done, or his predictions of pecuniary losses, should the cable be laid. A reduction in the enormously high rates now charged, which are practically prohibitive unless in cases of absolute necessity, would, it is believed, largely increase business, and, therefore, in a few years place the line on a self-sustaining and eventually on a profitable basis.

The Minister desires to call the attention to the statement made by Sir John Pender that "it is not to be overlooked that the existing telegraphic communication with Australia was established by private enterprise without any governmental assistance whatever in the form of subsidy, guarantee, or exclusive landing rights."

It may be literally correct to say that the "existing communication with Australia" was initiated by "private enterprise" and that the company was formed before assistance in the way of subsidies was absolutely secured; but it is equally true that in order to render the line effective and serviceable, governmental assistance became necessary, and large subsidies and guarantees were granted to the company by the several Australian colonies. A reference to the reports and public accounts of these colonies shows that in aid of this enterprise, no less a sum has been paid than £486,000 by Australia; and by New Zealand £75,000, making a total to day of £561,000 to which should be added a further sum of £55,250 guarantee by certain of the Australian governments, making in all £616,250 already received by the company in the way of government aid. To this should be added the amounts yet to be paid of £32,400 per annum for five years to come or £162,000, making in all in total subsidies and guarantees paid and payable no less, than £778,250; or in round numbers \$3,893,000 without taking into account any additional payments which may have to be made under terms of the guarantee which some of the colonies entered into with the company four years ago.

In short the existing telegraph company so far from being "without any governmental assistance whatever" has received in subsidies and guarantees from the Australasian governments sums exceeding in the aggregate, the whole present value, as the Minister believes, of all the cables of that company extending from Asia to Australia.

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The establishment of the existing telegraph has beyond doubt been of service to Australia, but it can scarcely be said that the enterprise of the proprietors has been unrewarded. The reports and statements issued to the public by the Eastern Extension Company, and especially the report of the directors submitted to the shareholders last month, go to show that besides paying 7 per cent on its "watered" capital, equal to 9 per cent on the original capital, the company has been enabled through the assistance rendered by governments, added to the exceedingly high charges exacted, to accumulate a reserve fund of £633,686 after having expended out of revenue on new cables and extensions, the gross sum of £1,100,685. Two extracts from Sir John Pender's speech at that meeting bear out what has just been said:—

"The gross receipts for the half year under review have amounted to £251,000, against £247,000 for the corresponding period 1892, showing an increase of £4,000. "The working expenses have amounted to £76,000, against £91,000 for the corresponding period of 1893, showing a decrease of £15,000, which is entirely accounted for by the repairs to cables having cost only £21,000 during the past half-year, against £38,000 in the corresponding half-year of 1892."

"The usual interim dividends have been distributed during the past year, making, with the dividend proposed to be paid to-morrow, a total payment of 5 per cent for 1893. It is also proposed to pay a bonus of 4s. per share or 2 per cent, making a total distribution of 7 per cent for the past year. The balance of £107,830 has been carried to the general reserve fund which now stands at £633,686."

The Minister, in expressing his dissent from the statement that another Pacific cable is not required to meet the commercial wants of the colonies of Great Britain, desires to explain that the policy of the Canadian Government is to develop by every possible means trade and commerce on the Pacific, especially with Australia. To this end a line of steamships has already been subsidized to run between Canada and Australia, and it is found that efforts in that direction are to a great extent handicapped (1) by the enormous charges for telegraphy now exacted between the ports of departure, and (2) by the entire absence of any means of communication telegraphically with the steamers at intermediate points. The difficulty was brought into prominence in the case of the stranding of the "Miowera," the circumstances attending which caused great anxiety. A cable from Canada to Australia with reasonable and moderate charges is, in the opinion of the Minister, essential to the successful development of commerce on the Pacific.

The Minister does not desire to enter into a controversy on the estimate of cost and expenditure which Sir John Pender submits in his letter to Sir Robert Meade, but desires to point out that Sir John Pender entirely ignores the enormous increase in telegraphy which is certain to result from a reduction of charges for transmitting messages. The Minister submitted to the Australian governments on the 12th of October last a memorandum containing an estimate of traffic, which seemed to him fair and reasonable. That the estimate then given is in no way exaggerated may be inferred from the fact that it is based on a traffic, considerably less than the actual existing business as given in the letter of Sir John Pender, now before him.

The Minister desires further to draw attention to the fact that Sir John Pender entirely ignores the fact that foreign nations, whose interests are inimical to British interests, recognize the necessity of a Pacific cable; that France on the one hand and the United States on the other have already moved in the direction of establishing one, and that unless prompt action be taken to establish a British cable across the Pacific, the connection may be formed under foreign control and worked in the interest of foreign commerce to the detriment of all British interests, and especially would this be the case in the event of international difficulties arising.

All of which is respectfully submitted.

(Signed) M. BOWELL.

DEPARTMENT OF TRADE AND COMMERCE,  
OTTAWA, 14th May, 1894.



Hon. Mr. FOSTER.—In the disposition of the motions that have been made, and the notices given, we have come very close, without as yet touching the trade question. To my mind that is a very important part of our deliberations as a conference. If no other gentleman has it in mind to introduce a resolution with reference thereto, I will prepare one on those lines. What we would like would be that all parts of the Empire should have their trade relations, as regards themselves, placed on a more favourable basis than trade between foreign countries and the Empire. If we cannot have that at present so far as Great Britain herself is concerned, because she has no duties upon most of the products which we send, and as to which we are competitors with other parts of the world, and she may not now be disposed to put a small duty upon them, we should not wait any longer, but, as colonies, we should make some arrangement amongst ourselves whereby we should give to each other's products better treatment than we give to foreign products.

Hon. Mr. FITZGERALD.—I will draw Mr. Foster's attention to one of the resolutions adopted the other day, put forward by Sir Henry Wrixon, in respect to which I have given a notice. The one of which I have given notice I will be happy to withdraw, if Mr. Foster will incorporate it in his. They are kindred subjects. Sir Henry Wrixon's motion is with respect to differential trade relations between the colonies, and with Great Britain.

Hon. Mr. SUTTON.—That would necessitate imperial legislation.

Hon. Mr. FITZGERALD.—I argue that we should not be asked to include Belgium and the German empire in any such arrangement. At present if Australia made an arrangement with Canada, under this treaty, Belgian produce would be allowed to come in under the most-favoured-nation clause.

Hon. Mr. FOSTER.—I think not, as between Australia and Canada. Even so, my honourable friend will see that my motion could only be fruitful, certainly, if the first of these is carried out. I am going on the abundant faith, which I hope is not too abundant, that Great Britain will ultimately concede the first demand, and going on that assumption we should take some practical steps at this conference to get ourselves together.

The PRESIDENT.—That question is now before the law officers of England, and a decision is being awaited. If the decision be in the direction that you have indicated, and Lord Jersey thinks it may be, then, we shall be at liberty to arrange trade between ourselves.

Hon. Mr. FITZGERALD.—The word "British" will have a restricted meaning; it will not affect the colonies as between themselves.

Hon. Mr. FOSTER.—If we have not that power, we should never rest until we get it. Surely, two colonies should be able to make arrangements between themselves.

The conference adjourned at 6 p.m.

DOUGLAS STEWART,

J. LAMBERT PAYNE,

*Joint Secretaries of the Conference.*

## Colonial Conference.

OFFICE OF THE MINISTER OF TRADE AND COMMERCE,  
OTTAWA, JULY 4th, 1894.

The conference resumed at 10 a.m., Honourable MACKENZIE BOWELL, President, in the chair.

### DELEGATES PRESENT:

- The Imperial Government.— { THE RIGHT HON. THE EARL OF JERSEY,  
P.C., G.C.M.G.
- Canada.—HON. MACKENZIE BOWELL, P.C.  
HON. SIR ADOLPHE CARON, P.C., K.C.M.G.  
HON. GEORGE E. FOSTER, P.C., LL.D.  
SANDFORD FLEMING, Esq., C.M.G.
- New South Wales.—HON. F. B. SUTTOR, M.L.A.
- Tasmania.—HON. NICHOLAS FITZGERALD.
- Cape of Good Hope.—HON. SIR HENRY DE VILLIERS, K.C.M.G.  
SIR CHARLES MILLS, K.C.M.G., C.B.
- South Australia.—HON. THOMAS PLAYFORD.
- New-Zealand.—LEE SMITH, Esq.
- Victoria.—SIR HENRY WRIXON, K.C.M.G.  
HON. NICHOLAS FITZGERALD, M.L.C.  
HON. SIMON FRASER, M.L.C.
- Queensland.—HON. A. J. THYNNE, M.L.C.  
HON. WILLIAM FORREST, M.L.C.

### THE PACIFIC CABLE.

Lord JERSEY.—I wish to make a few observations, not in the nature of an argument, but rather as indicating some of the points which I think would be of advantage to Her Majesty's government if they were more clearly defined than perhaps they have been at the present moment. We are approaching a decision upon two main points—one the question of removing any difficulties which may exist at the present time between colonies with regard to trade between themselves, and the other the question of the cable and its survey. Now, it is obvious to us that these two points will have to come before the British Parliament before they can be settled, and in order to enable Her Majesty's Government to place them before the British Parliament in a favourable light—and I think it may be fairly assumed that Her Majesty's Government, as far as possible, would desire to consider these matters from a favourable point of view—it will be necessary for the government to have some strong arguments in support of them. To remove the disabilities or the restrictions which now exist on intertrade between the colonies, it will be necessary to introduce a bill into parliament. It would be an advantage, I think, if some clearer indication were given as to the nature of the trade which is likely to be affected or to spring up, supposing existing

restriction were removed. Of course, it is impossible for anyone to make a pledge as to the exact trade, but I think a general indication of the nature of the trade would be of advantage. Well, then, it would be an advantage to know, what would be the nature of the agreements which various delegates think that their governments would enter into with each other. As regards the cable, of course I cannot prejudge any line, but I should like to have a clearer indication of the line which the delegates would wish to have presented before Her Majesty's Government for their consideration; that is to say, as to whether it will be a line from Queensland to New Zealand, to Fanning Island, and so on to Vancouver, or whether it would be direct from Queensland through Fiji, and touching, or perhaps not touching Honolulu. The exact line, I do not think this conference could lay down, because before anything could be finally settled a survey would have to be made; and here I should just like to say that, when I was talking about the expense of the survey—it was only incidentally I mentioned it—I do not suppose it is at all likely that, as the Admiralty is continually engaged in surveying the Pacific, there would be any very great difficulty in deciding that the survey should continue in some particular route. But it would be, I think, necessary to have a clearer line laid down; so that it could not be argued that the Admiralty were going to be sent on a fishing expedition. Then there is a question also of the business which the cable might do. Mr. Playford, in his statement, has pointed out the course which South Australia took for the sake of cable communication, and also pointed out that it had been carried out at a great loss. Well, I do not enter into the question what consideration should be made to South Australia; Mr. Playford fully understands that; but I think it would be absolutely necessary that some probabilities should be placed on record in order to enable us to make the case clearer than it is at the present time. I know that Mr. Sandford Fleming has given some data in a report of his as to what he thought would be the revenue of the cable, and he assumed that it would get one-half of what goes through the present cable. We can easily see that does not take into consideration the fresh business which would spring up; there would be a fresh inter-Australian and Canadian business. We know that trade begets trade; I think Mr. Fitzgerald spoke in the same sense, and so did Mr. Lee Smith, stating that the vitality of commerce in the present day depends upon rapid communication. Without being able to state facts, it would be allowable to state probabilities of an increase even over what Mr. Sandford Fleming has stated; but still what I want to press upon the delegates is that this information should come from the conference, so that I might be in the position of being able to lay it before my government. Most of the gentlemen present here have had to do with Parliament; they know as well as possible that in Parliament there are many minds; there are some who take a broad view of national and imperial duties and obligations; there are others who take a narrower view based on selfish interests; and it will not be surprising in matters of this kind if in the British Parliament, some people will ask, If we are to give a subsidy, what is the interest of Great Britain? If we are to change the present law, will the manufacturing interests be grievously affected? This must be met. I am only saying this in order to show what are difficulties, and it is in order to meet these difficulties that I am asking the conference to give me the means of answering them. British interests will, to a certain be affected, or may be affected; I will say nothing whatever of the rights or privileges of a self-governing

## Colonial Conference.

colony, because I am not going to argue that case; I leave that out on purpose; I am speaking of the British interests, which might be injuriously affected. The speeches here have been very clear on this point; there is no desire to affect injuriously British interests; and I take it that it is desirable as far as possible to bring the commercial interests of Great Britain into closer relationship with the colonies. Then there is another point, the question of the strategical importance of the cable. The original idea of the cable was not based on purposes of strategy. It was, I understand, mainly for these two points, namely for commercial purposes and for imperial purposes; it was to try and bring the whole of the Empire within touch of each other; but it was not primarily to provide for the British navy or British army a strategical line. Mr. Fitzgerald is right, and I quite endorse what he says, with regard, to the strategical importance. I am not an expert, and therefore, it seems to me astonishing, not being an expert, that anybody should doubt that two lines are better than one; and, as some gentleman has said, even keeping open a line of communication for one week after a declaration of war, might be of enormous advantage to the Empire; but still what I repeat is that this cable ought to rest chiefly upon its commercial value; and I would urge the delegates to look more to that than to the strategical importance. If it is to be rested chiefly upon its strategical importance, people not knowing the interests of trade might say—"Well, this is a matter for naval experts"; but if you put the commercial importance first, the case is very much strengthened. We are here essentially at this time to consider how we can advance commerce in every part of the Empire, and it is to that point of view that I hope the conference will distinctly address itself. To that I wish to draw the attention of the conference before we go into the rather wider sphere into which Sir Charles Mills is about to plunge us; that I should like to be able to gather some commercial facts supporting the general line which has been laid down by the various speakers during the course of our discussions, and to put those facts in shape, because unless I get something of that kind, I think you will see I shall be placed in a very difficult position, and shall have to generalize a good deal in the matter.

Sir CHARLES MILLS.—In the first place, I wish it to be distinctly understood, Mr. President, that the government and the people of the Cape of Good Hope heartily sympathize in the desires and aspirations of Canada and the Australian colonies for the construction of a cable through the Pacific between Canada and Australasia. I also desire it to be distinctly understood that not a word of what it may now be my duty to say is to be construed into any but the most cordial sympathy with that movement. I will merely endeavour, step by step, to follow the course laid down by Mr. Sandford Fleming. I am deeply impressed by the able and interesting speech made by Mr. Playford, representing South Australia. I entirely concur in his recommendation of a duplicate line wherever a cable may be laid, and I share the conviction that finding ourselves in this matter precisely where it was left by the Colonial Conference in 1887, the first step to be taken ought to be a survey, as recommended by that conference, of the intervening ocean to determine the safest, cheapest, and best route to be followed. Much has been said of the necessity of this cable from the imperial and commercial point of view, and for political or strategical purposes. It might be advisable at no distant period—it is out of the question just now—to have all cables connected with Great Britain and her dominions nationalized, but that cannot possibly enter into

our consideration at present. No one can doubt that in these days an enemy's ship may at any time fish up a cable, cut it, and destroy communication for the time at least; but if a cable only serves to enable a communication of a declaration of war to be made, it will well repay the cost of its construction and maintenance. I can speak of that from past experience. In 1885, you will all remember there was a scare or rather a fear of a Russian war. In London at the time, representing the Cape of Good Hope, I telegraphed to my government first "War with Russia probable." After a little while, when matters began to develop themselves, I telegraphed "War with Russia imminent." The Governor of the colony, and the General, and the Admiral in command of the military and naval forces out there had not heard a word. When my telegram reached the Prime Minister he laid it before the Governor. The Governor summoned the General in command of the troops and the Admiral in command of the navy and they had a consultation, and telegraphed home to know what the cause was, and then they learned that war was actually expected to break out at any moment. Now, at that very time they had in Simon's Bay a small corvette; in Cable Bay which was totally undefended, there were two large Russian corvettes or frigates, and outside, cruising about, simply waiting the word, a large ironclad, which could have come in and taken from us the Cape Peninsula altogether. The naval and military authorities assisted by the Colonial Government set to work, and erected two or three small fortresses in Cape Town. Then came the question of armament; the only armament that could be found were two or three obsolete muzzle-loading naval guns, which might have been just as useful as revolvers against these Russians. Now, that was so recent as 1885; and Her Majesty's Government then sent out some gunboats and torpedo boats, but of course if it had not been for the preparations that were made by throwing up these small fortresses, and by doing the best they could to defend the Cape Peninsula, and if war had broken out, (and the Russians very likely had means of communication we knew not of), they could have destroyed Cape Town and Simons Town, and they could have taken possession of the Cape Peninsula and cut off our communication with the east. That was the danger of having no direct communication by cable, and not using that which we had. The peril was very great and the loss might have been immense. The suggestion of Mr. Playford, of first making an exhaustive survey, and having the route determined by experts, which I venture to endorse, might perhaps be taken to delay the completion of the work. Now, I do believe, with all due deference to what has been said on the subject, that if the French Government or any foreign government, or foreign joint stock company, see that Her Majesty's Government is determined to have the route surveyed and to construct the cable, they will think twice before they attempt to lay a cable in competition with it, more especially if discouraged by the colonies concerned. Fully impressed with the great advantages, commercial and political, which the proposed Pacific cable will afford, I hope I may be pardoned if I ask the conference to consider favourably the proposition which I now have the honour to submit, and which merely go to ask on behalf of the colony of the Cape of Good Hope that the cable and its advantages may be extended to South Africa. The subject of telegraphic communication between the United Kingdom and Australia by an alternative route to that supplied by the Eastern Extension Telegraph Company, engaged the attention of the Colonial Conference of 1887. At the opening of that conference Lord Knutsford called special attention to this sub-

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ject, and pointed out the impossibility of overrating the value of our extensive submarine system, either from a political or commercial point of view. He said that in commercial transactions there are few of any magnitude which do not involve the forwarding and receiving of telegraphic messages, and pointed out the great importance of the control of the telegraphs being, as far as possible, in British hands, and by moderate tariffs. To this he then directed the attention of the Congress, and requested the Australian and Canadian members to favour Her Majesty's Government with their views on a proposal to connect Canada and Australia by a cable 7,000 miles in length from Vancouver Island to some point in one of the Australian Colonies, remarking that a very strong case would have to be made out to justify Her Majesty's Government in proposing to Parliament to provide a subsidy for making such a cable in competition with the existing companies. The question has been raised whether such a cable, necessitating the passage of messages from Vancouver to Quebec, over upwards of 3,000 miles of land lines, subject to interruption at any time from accidents due to the inclemency of the seasons and otherwise, and the distance by cable from Quebec to Liverpool, about 2,700 geographical miles, making the distance from Liverpool to Sydney, *via* Vancouver Island, not less than 13,000 miles, would meet all that was required for commercial or imperial defence, unless the lines were continued to India, over the existing Australian land lines, and through the Straits, with extensions to Aden and the Cape in one direction, and to Hong Kong in the other. This plan would increase the distance from Liverpool to India by Hong Kong to about 18,000 miles, and then to the Cape of Good Hope about 22,000 miles, rendering these extensions probably unremunerative, because they would not convey messages to Europe in competition with shorter routes, with which that traffic is already supplied, the present charge to any part of India being only 4 shillings per word. But a large traffic in messages is essential to a telegraph company as goods are to a railway company, and no one can question the enormous importance of adding the Indian and South African traffic to that of Australia in any new scheme for a telegraphic route, inasmuch as it would not otherwise be possible to introduce a favourable tariff. The number of messages passing over the cable, as well as the charge for transmission, will be in proportion to the amount of the commerce of the countries which the cable connects, and while that of Australia and New Zealand in 1886 amounted to 119 millions, of which one-half was with the United Kingdom, that of India, Ceylon, and the Straits Settlements amounted to upwards of 200 millions. It may, therefore, be safely assumed that a cable which should combine the traffic derived from Indian and South African commerce with that from Australia, would permit a far lower tariff being adopted than one which would only carry messages from Australia and New Zealand. And now, to meet as far as I can the request of Lord Jersey, I beg to refer to the maps, which will show that a series of cables with English stations throughout the whole distance might be laid from England to Australia, *via* the Cape of Good Hope, no single length of line of which would exceed 1,700 miles. Such a cable would touch at a great many important points, namely Gibraltar, 1,050; River Gambia, 1,600; Sierra Leone, 580 miles; Ascension Island, 1,000 miles; St. Helena, 720 miles; Cape of Good Hope, 1,700 miles; Natal, 800 miles; Mauritius, 1,500 miles; Chagos or Keelung Island, 1,200 miles; Ceylon, 900 miles; Singapore, 1,600; and Exmouth Bay in Western Australia, 1,000 miles; from thence by the existing land lines it would connect with Melbourne, Victoria, Adelaide and Sydney, &c., and

might be continued by independent line to New Zealand, 1,050 miles. With such a cable system entirely under one control a very much reduced tariff might be introduced at a charge per 1,000 miles of 3d. per word; the tariff to New Zealand, the most distant point would be 4s.; to Sydney or Melbourne, 3s. 9d., to Singapore, 3s. 3d., to India, 3s., to the Cape of Good Hope, 1s. 8d., against the corresponding 10s. 6d., 9s. 6d., 6s. 5d., 4s. and 8s. 11d. which are the respective prices charged by the Eastern Extension Telegraph Company. Such a tariff could not fail to be remunerative. When the Atlantic cable was first established, our total trade with the United States in 1865 was under 60 millions, as against the Indian and Australian trade in 1887 of 318 millions, but it produced during that year more than £400,000, or at a rate of £1 for every £150 of trade, whereas if we calculate the receipts from the Australian and Indian trade at only one quarter of that proportion, or £1 for each £600 of trade, the receipts of the messages from the trade of India, the Straits, and Australasia on above low scale of rates would amount to £530,000 per annum, and deducting £80,000 a year for working expenses and reserve fund, there would remain a balance of £450,000 wherewith to pay interest on the capital. This does not include the Cape trade, or that of many other stations on the African coast, which is now very considerable. At £250 per mile, which since the fall of the value of copper is considered an ample price, the cost of laying these cables would be about £3,500,000 sterling, and if with a view to possible extension the capital of the enterprise should be raised to £4,000,000, a dividend would be provided at about the rate of 10 per cent or 11 per cent per annum. When it is added that the Eastern Extension Telegraph Company have a combined capital of more than twice that amount, and that their united revenue in 1886 amounted to £1,178,000, it cannot but be admitted that this estimate is a very moderate one. It would be sufficient, however, that the Imperial and Colonial Governments should guarantee a revenue of £160,000 per annum in order that the requisite capital for laying such cables should be immediately raised without the least difficulty, and of that guarantee it is highly improbable that they would ever be called upon to disburse a single penny. Now a few words as regards the Eastern Telegraph Company's South African Branch. By an Act of the Cape of Good Hope Parliament, proclaimed on the 8th September, 1879, the payment of an annual sum of £15,000 for a term not exceeding 20 years from the date of completion of the line was authorized, the Act providing that the company should be bound to maintain the line in good order during that period, payment of the subsidy to cease if the line is not in working order for any space of time exceeding six months, the cost of a message to or from London not to exceed 10s. per word. The company now charge 8s. 11d. per word to the public and 6s. 3d. to the Government. This contract expires in 1890. It is impossible to estimate the increase of traffic on this line since the opening of the gold fields in the Transvaal, and the acquisition of the territories north, that is to say, Matabeleland, Mashonaland and Bechuanaland. Since that Act was passed the Eastern Telegraph Company has laid a cable along the west coast of Africa, that is along the points already enumerated, thus encircling the whole of the South African continent, under an agreement dated 8th February, 1886, in which I can find nothing to prevent the competitive cable being laid on the line above indicated. The construction of such a cable in connection with that from Australia, via Mauritius would appear to be the only means of bringing about a reduction of the present high rate charged by the Eastern Telegraph Company for messages to

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the Cape of Good Hope, Natal, and other parts of South Africa. In the interests of all the colonies concerned the promotion of such a cable is, therefore, strongly urged and recommended. Whilst again emphatically declaring that not a word uttered by me is intended to be in any way inimical to the unanimity in which I hope the motion of Mr. Suttor will be carried, I would respectfully suggest that Her Majesty's Government, in conjunction with the governments of the colonies concerned, be moved to give the earliest possible effect to the resolution passed at the conference of 1887, by causing a complete and exhaustive survey to be made for discovering the best, shortest and safest route for laying and working the cable across the Pacific from Canada to Australia, and for the extension eastward to South Africa, for the sake of the political and commercial interests of the Empire.

Hon. Mr. FORREST.—It was not my intention to have addressed you at present, because I discussed this subject most fully with my friend and colleague here, and I consider that he has said everything pretty well which I would wish to say, and said it much better than I could. There is no use of us both travelling over the same ground. But it occurred to me last night that there was one point which though touched on incidentally, had not been sufficiently emphasized, and that is the probable extension of trade. I would like to make a few observations in this direction; and the remarks of Lord Jersey to-day which I am very much pleased to hear, give me an additional reason for making them. I think I can furnish some substantial arguments why the cable should be laid. We can only judge of the future by what has been done in the past, and I have a few words to say to you which perhaps may help you to come to a conclusion on this point. For my own part, I do not concur with the idea that we can only look at these matters from the standpoint of an immediate advantage to ourselves—I mean pecuniary advantage. In the ordinary conduct of the business, which depends chiefly upon individual effort, each man must conduct his business so that he may obtain an immediate return, because men must get their daily bread; but, I say, we ought not to look for immediate returns, in national affairs and particularly in conducting the affairs of the Great British Empire. I cannot give you a better illustration of the truth of my contention than the fact of our being here to-day. Had the great and farseeing statesmen of England paused to count the cost, they might never have secured colonial possessions; and we are here today because they did not count the cost and because without looking for immediate returns—to use the words of Lord Rosebery—"they pegged out claims for futurity." I will now endeavour to show you the expansion that has taken place in 20 years from 1870. Speaking from memory the Australian cable was commenced in 1869.

Hon. Mr. PLAYFORD.—The cable was finished in 1872.

Hon. Mr. FORREST.—1870 is as near the point as I could conveniently get, and I pause to state that I take the Canadian returns from 1871. I have reduced these amounts to pounds sterling. The imports of Canada in 1871 were £14,962,871; its imports in 1891 were £24,371,650; in 1871 exports were £14,714,600; in 1891, £19,349,829; its population in 1871 was 3,675,024; in 1891, 4,833,339. Of course all these figures have increased during the last four or five years. In the Australian colonies, exclusive of New Zealand, the imports in 1870 were £24,826,346; in 1890, £61,670,351; its exports in 1870 were £26,262,966; in 1890 £54,852,854.

Hon. Mr. FITZGERALD.—You omit New Zealand.



Hon. Mr. FORREST.—I started by saying I omitted New Zealand. I will refer to New Zealand later on. In 1870 the population of Australia was 1,650,172; in 1890, 3,159,841; that is nearly double in 20 years. The imports in New Zealand in 1870 were £4,629,015 and in 1890, £6,260,522; its exports in 1870, £4,544,682; in 1890, £9,423,761; In 1870 the population of New Zealand was 248,400. In 1890 it was 625,508. Gentlemen, I ask you to turn and look at the map hanging on the wall. See the enormous portion of the American continent which belongs to Canada. It contains, at the present time, scarcely a population of five millions. It is rich in soil, has an excellent climate, and I have great pleasure in saying that to my mind it has got the most energetic, the most enterprising, and the most healthy population I have ever seen. We cannot estimate men by counting noses. If I had to fight the battle of life in any form, I would rather have ten men of a certain type behind me, than I would have 100 of another type. Then take Australia. It has a very large surface, it abounds in natural richness, the great portion of which is not developed. Have we forgotten the genius of the race when we talk about the proposed cable not paying? Have we ceased to develop? Are we not going to expand? The figures I have read with regard to the population and the trade at the time the Australian cable was started, and at the present time, show that if there was room for one cable then, there is room for more than two cables now. Surely we can rely upon the people of Canada, and the people of Australia going on with the development which they have started so auspiciously. Gentlemen, I think if we consider these matters carefully, we will see that purely a commercial standpoint, is not the highest standpoint in the preservation and conservation of a great Empire like ours; but, from that standpoint alone we can see ample room for another cable. I will not detain you. Each man can think these propositions out for himself. We know what has been done in the past; Canadians know the great richness of Canada, and Australians know the richness of Australia; and do not for a moment imagine that I have forgotten the Cape; I rejoice in its prosperity and trust we will soon be connected with it by cable. The mere question of Vancouver cable paying, to start with, should not for a moment prevent us from advocating its construction.

Sir HENRY WRIXON.—I am afraid I have been misunderstood in something I said, because Sir Charles Mills made the remark that he did not agree with the view I put forward.

Sir CHARLES MILLS.—Not at all. What I wished to say was that if Her Majesty's Government, and this Conference pass this resolution, show that they are in earnest, show a determination to carry it through, it will deter any foreign Government, or any foreign joint stock company from attempting a competitive cable.

Sir HENRY WRIXON.—I wish to say I thoroughly subscribe to that view. My argument was this, that if Her Majesty's Government did not do it, but threw it over, and this conference threw it over, then France would step in. I never meant to say that if Her Majesty's Government proceeded, France, or any other authority, would intervene. My argument is, that a cable would be laid by somebody over the Pacific before long, and if this conference throws the matter over, and the Imperial Government will not assist, the cable will be built by France. I subscribe to what Sir Charles Mills has said.

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Sir CHARLES MILLS.—I naturally assumed that this conference would come to the conclusion unanimously, and that Her Majesty's Government would pay due respect to it, and act upon it without delay.

Hon. Mr. FRASER.—May I be permitted to give a notice of motion. I think it will help to define the route:—

That in view of the desirability of having a choice of routes for a cable connection between Canada and Australasia, the Home Government be requested to take immediate steps to secure neutral landing ground on some one of the Hawaiian Islands, in order that the cable may remain permanently under British control.

Mr. LEE SMITH.—Perhaps this would be an opportune time for me to give notice of my resolution. So certain am I that on the present lines nothing will be done, that there will be a delay of probably five or seven years, as in the past, that I think the proper way to proceed is in accordance with the resolution which I now read. That will bring the question before us in a definite, business-like form. We will be able to get tenders, because I am certain that the bogie of survey will be got over in six months. A first-class cable firm would complete the thing in a fifth of the time a government would. Mr. Sandford Fleming suggests I should add another proposition which I will place at the end.

(1.) That in the opinion of this conference, the most speedy and effective manner in which direct cable communication between Canada and Australasia could be established, would be by inviting offers to carry out the work under conditions to be hereafter decided upon.

(2.) That with a view to this end the Canadian Government be requested to solicit offers of plans, specifications and terms for alternative lines as indicated by the several proposals submitted to this conference.

(3.) That any tenders received be submitted for the consideration of the several colonies interested, and that any expenses incurred be paid by the said colonies jointly, according to their population.

(4.) That in the event of the proposals not being satisfactory the several governments take steps to carry out the undertaking as a national work."

## COMMERCIAL RECIPROCITY.

Sir HENRY DEVILLIERS, pursuant to notice, moved :

That in the opinion of this conference, any obstacles which may at present exist to the power of the self-governing dependencies of the Empire to enter into agreements of commercial reciprocity, with each other, or with Great Britain, should be removed by Imperial legislation, or otherwise.

I shall not take up the time of this conference long, because my motion is a very simple one. It is intelligible to all, and I think it is quite comprehensive enough to meet the views of every member present. Honourable members will remember that on the 30th June, a resolution was passed that provision should be made by Imperial legislation, enabling the dependencies of the Empire to enter into agreements of commercial reciprocity, including the power of making differential tariffs with Great Britain, or with one another. You, Mr. Chairman, were not in the chair at the time—our friend, Sir Adolphe Caron, was in the chair—everything was done regularly, the resolution was put and carried, but I must state that I was not attending at the time, and that the resolution was carried without my knowing that it was on the point of being put. I certainly did not think that the resolution would be put to the vote without some indications from Lord Jersey as to the views of the Imperial Government. It was then suggested that I could propose any amendment, there and then, even after the resolution was carried, but I was not prepared to do so. It was arranged that the whole matter should stand over. Thereupon Mr. Fitzgerald gave notice of a motion which he was going to move to-day, and I stated that my resolution would be on the same lines as the resolution which has already been

carried, and the resolution which he was going to propose. My objection to the resolution which has been already carried is that it practically leaves the Cape of Good Hope out of consideration altogether. I say the Cape of Good Hope is not affected in the least by that resolution. That resolution is that provision should be made by imperial legislation enabling the dependencies of the Empire to enter into agreements for commercial reciprocity, including the power of making differential tariffs with Great Britain, and with one another. So far as the Cape of Good Hope is concerned, I do not understand that any imperial legislation is required. As I understand it, at this moment it is possible for the Cape and Canada to enter into an agreement of commercial reciprocity, without first asking the consent of the home government, and without the necessity of any imperial legislation. The only hold which the Imperial Government would have would be that it could veto any Act of Parliament which either the Cape of Good Hope or Canada might pass in order to carry out any commercial arrangement between them. That power, undoubtedly, the Imperial Government would possess, and it is a power I suppose which it would exercise if it was found that any such agreement contravenes treaties between the Imperial Government and any foreign power. But, as to imperial legislation, that does not stand in the way. There is no imperial legislation which prevents the Cape of Good Hope from entering into an agreement with Canada. There is imperial legislation in regard to the Australian Colonies. They are specially prohibited from entering into such an agreement, and in 1873 an Act was passed by which amongst themselves they were allowed to enter into such agreements, but there was an express provision that the power should not extend to other countries. So far as Australia is concerned, I admit that imperial legislation is necessary, but as far as the Cape Colony is concerned, no such imperial legislation is required. By passing the resolution which has already been carried, there is a tacit admission on the part of the representatives of the Cape of Good Hope that imperial legislation is required, and that we do not by any means admit. Therefore, I thought it would be far better, in moving any resolution, not to commit ourselves to the vein that imperial legislation is required for all the colonies. My proposition was this:—

That in the opinion of this Conference any obstacles which may at present exist to the power of the self-governing dependencies of the Empire to enter into agreements of commercial reciprocity with each other; or with Great Britain, should be removed by Imperial legislation, or otherwise.

As to treaties with foreign powers, if they stand in the way, my motion will be wide enough to cover them. Now, I come to the proposal of my friend Mr. Fitzgerald. His proposal is:

That this conference is of opinion that the existing treaties between Great Britain and the German Zollverein, and with the Kingdom of Belgium, should be denounced and terminated as early as their conditions will permit, so far as regards the clauses therein specially naming British Colonies; and that Her Majesty's Government be requested to take the necessary steps with this object.

Mr. Chairman, I have two objections to this proposal. In the first place, it is somewhat dictatorial in a matter of supreme commercial importance to Great Britain. But the more important objection is that we by this seem to admit a certain construction of those treaties which is by no means clear as yet. Why should we say that those treaties stand in the way? If they stand in the way, the words "or otherwise" will meet the difficulty; and, therefore, I think it is far better for us not to commit ourselves to the opinion that any treaties stand in the way. There are the two treaties, the treaty with Belgium and the treaty with the Zollverein. I

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do not think it is part of our duty to give any construction. If I am bound to give my individual opinion, I must say, at once, I am afraid they would stand in the way of any large differential arrangement between the colonies. The terms are very wide indeed. We have understood from the Earl of Jersey that this matter has been referred to the law officers of the Crown. We do not know, as yet, what opinion the law officers may give. Supposing the opinion of the law officers is that the treaties do not stand in the way, then we have been unnecessarily here expressing the opinion that those treaties do stand in the way. Then, besides, the Belgian Government, and the governments constituting the German Zollverein, would not be bound by any opinion given by the English law officers; they would still hold their own opinion. I think this resolution is wide enough to meet the case. It says "that in the opinion of this conference any obstacles which may at present exist to the power of the self-governing dependencies of the Empire to enter into agreements of commercial reciprocity with each other or with Great Britain, should be removed by Imperial legislation or otherwise." If Imperial legislation stands in the way it must be removed; if treaties stand in the way it is advisable they should be modified or removed, and the words "or otherwise" are sufficient to cover them. Lord Jersey has also asked the members of the Conference to indicate the general nature of any commercial arrangement as between the colonies. As far as the Cape of Good Hope is concerned, with which I have more directly to deal, I had a conversation with the Premier before I left, and he stated that with the growing prosperity of the Cape of Good Hope, and with the great increase of mining industries, there Canadian lumber will be in greater demand; that our colony does not yield lumber in sufficient quantities, and that he believed some arrangement might be made with Canada by which lumber could be introduced duty free, or at a reduced duty, by arrangement between the two countries, and a very large quantity would probably be required. He thought also that Canada, perhaps, on its part, might receive some of our products. We produce that which Canada does not produce in sufficient quantity. For instance, wool, which I believe is not taxed here. Then there are our wines and our diamonds. We might possibly find a market here. I am only mentioning these as an indication to Lord Jersey, because he wished to have some information as to the nature of the arrangement which would be made. I can only speak as to the Cape of Good Hope, and say, that the nature of any arrangement between Canada and the Cape of Good Hope would be of such a nature and refer to products of that kind. I believe Canada is a large manufacturer of agricultural implements, and if trade were established between the two colonies, I have no doubt we would receive a fair percentage of our agricultural implements from Canada, which at present we receive chiefly from the United States. I do not know whether the United States produces them more cheaply than Canada, but perhaps it is only because there has been a trade between the United States and the Cape, that we have hitherto received our agricultural implements from the United States.

Hon. Mr. FOSTER.—Have you a duty on those?

Sir HENRY DE VILLIERS.—No; they are admitted duty free at the Cape, but perhaps it is because there has been no trade between the countries that implements from Canada have not been largely imported into the Cape. I think, therefore, my resolution puts the matter in a crisp form. It does not commit us to the opinion that Imperial legislation stands in the way, at all events, of the Cape of Good Hope, and it does not commit us to the opinion that any treaty stands in our way. At the

same time, where Imperial legislation does stand in the way, or where any treaties do stand in the way, then this resolution which I have proposed will be sufficient to cover everything. I think we should avoid taking any false step at the outset. If we make a mistake at the outset by passing resolutions which are incapable of being carried out, or by passing resolutions which commit us to erroneous opinions, it may very much hamper us hereafter, and it may also hamper the Imperial Government in attempting to carry out our resolution. For these reasons, Mr. Chairman, I move my resolution, and perhaps, Mr. Fitzgerald, after what I have said, may be induced to withdraw his resolution in favour of the one which I now propose.

Hon. Mr. FITZGERALD.—Mr. Chairman, most willingly would I comply with the request of Sir Henry de Villiers, were it not that I conceive that it would be defeating the very object we are here for, if such were done. Lord Jersey said with a great deal of force that he thought it would be desirable that this Conference, in the business that it accomplished, should be so definite that there could be no possible doubt in the minds of the people at home as to what we intend. I object to the general terms of Sir Henry de Villiers' resolution, because I think he is sailing round the subject, instead of going straight at it. There is a difference, no doubt, with regard to the Cape Colonies and Australasia. Of course Sir Henry de Villiers' motion would meet that, viz., that there is no legislation which prohibits the Cape from making commercial relations with Canada, while there is a distinct prohibition by Imperial legislation as to the colonies. I have before me an address which was presented to the Queen by the Dominion of Canada, in October, 1891. There they distinctly pray Her Majesty to abrogate, to end the treaties between England and Germany, and England and Belgium at least so far as they affect the colonies. I think it is the duty of this Conference to emphasize that. No attention seems to have been paid, certainly no action has been taken by the Imperial Government in answer to this.

Lord JERSEY.—Here is the answer.

Hon. Mr. FITZGERALD.—But no legislation was ever attempted in accordance with the prayer; it is declined.

The PRESIDENT.—It might aid you by reading some of the paragraphs in the reply. The reply is dated, Downing Street, 2nd April, 1892. The two most important paragraphs are numbered 7 and 8:—

7.—I have to point out that the denunciation of these two treaties would not of itself confer on the Dominion the freedom in fiscal matters which it desires to obtain; and I am disposed to doubt whether the extensive changes that would have to be made have been fully realized in putting forward this proposal.

8.—Many of the commercial treaties entered into by this country contain most-favoured-nation clauses, and these treaties apply in many instances to the mother country and to all the colonies. In order, therefore, to confer upon the Dominion complete freedom in its negotiations with foreign powers it would be necessary to revise very extensively the existing commercial treaties of the British Empire, and a great break up of existing commercial relations, of which Canada now enjoys the benefit, is involved in the suggestion.

Hon. Mr. FITZGERALD.—Ours is of a much more limited kind than was asked for in that address to the Imperial Government. We ask simply for power to enter into commercial relations with each other and with Great Britain. Then, whatever difference there may be between the position of the Australian Colonies, and the Cape Colony, in regard to that, there could be no difference as between the dependencies of the Crown, and Great Britain itself. Any arrangement the Cape would make with

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Great Britain would include Germany and Belgium under the present treaty, quite as much, in the instance of the Cape, as it would in the instance of Australia. I think I may assume that that treaty would, while in existence, justify Belgium and Germany in demanding the right to enjoy every concession granted between either of these dependencies and Great Britain. If we were to ask our Parliament to consent to a modification which would enable our trade relations, say with Canada, to be extended, and that is one of the objects of our assemblage here, and from that Great Britain were excluded, it would I think be next to impossible to get its assent. The mother country must not be put in a worse position with regard to any tariff arrangement than any of the colonies entering into the arrangement. If we are proposing to modify our tariff in order to extend our commercial relations, we must of necessity pray the government to put an end to the treaties which now give Belgium and Germany the right of coming in on the most-favoured-nation clause, if we include Great Britain. Without Great Britain being included I see no chance of inducing the Parliaments of Victoria or Tasmania to consent to such modification. For that reason, and that reason alone, I say that the limitation of Sir Henry de Villiers' motion could not be accepted by me. I do not think it is necessary I should delay the conference. I believe the existence of these Treaties will seriously imperil the chance of obtaining consent to the required alteration in respect to trade relations, and as such is the case, I think it is the duty of this conference to ask Her Majesty's Government to put an end to the treaties, and so simplify the proposed tariff arrangement we hope to establish. Giving the power of extending their trade, must very materially benefit the colonies, as well as the mother country.

HON. MR. THYNNE.—There seems to be some difference in our conception of what is meant by the term "reciprocal trade relations." Mr. Fitzgerald has been saying that the Parliament of Victoria would not be willing to enter into any reciprocal arrangement by which the mother country would not have the same privileges as those granted to the other colonies. All I can say is this, that if we have to wait to make reciprocal trade arrangements, until the time when we can bring Great Britain into the arrangement I am afraid we will have to wait a very long time. It seems to me that the reciprocal trade relations we propose would be something of a bargain between say Canada and one or more of the other provinces. The arrangement to be made, under that power, would be something of this kind. You, in Canada, have one particular article of merchandise that we in Queensland require, we in Queensland have an article of merchandise which you in Canada require. There are other places in the world where we can get all we require and where you can get what you require, but in order to develop trade in both our countries we say we will give you a preference over the rest of the world in that particular article.

HON. MR. FITZGERALD.—So you are entitled to do. Great Britain would come in under that.

HON. MR. THYNNE.—If Mr. Fitzgerald has made a statement which has been misunderstood, he should have an opportunity of correcting it. Our systems of trading, and fiscal systems are so different from that of Great Britain, that the reciprocal trade arrangement cannot be made with Great Britain and the different colonies at the same time, or at least it is not likely to be so made.

Hon. Mr. FITZGERALD.—I regret very much that I appear to have expressed myself so as to leave members under a misapprehension of the meaning I intended to convey. Any reciprocal arrangement would be of a specific kind, supposing we had power to make it, between any two colonies; that arrangement would be strictly limited to the contracting colonies, but it ought to be quite open to the Parliament of any one to make a similar arrangement with Great Britain, if it was considered wise.

Hon. Mr. FOSTER.—Then we misunderstood you.

Hon. Mr. FITZGERALD.—But Great Britain would not be excluded by such legislation, if the colonies considered it was to their mutual advantage.

Hon. Mr. THYNNE.—That clears the whole question.

Hon. Mr. PLAYFORD.—I am sorry we misunderstood the honourable gentleman. I understood him to say that we should not, under any circumstances, make any special arrangements amongst ourselves which did not include Great Britain. Both resolutions are with the same object. It is only a question of the form in which we shall give expression to our views. We are all of us interested in getting this disability removed which exists in consequence of these two special treaties which are named in Mr. Fitzgerald's motion, and it is a question whether we shall get at it in the exceedingly direct manner in which Mr. Fitzgerald proposes it, or in the manner proposed by Sir Henry deVilliers. My own opinion is that if we can get at it in the way in which Sir Henry deVilliers puts it, it would be better to do so, than in the way my friend Mr. Fitzgerald proposes to meet the question. We meet it then in a broader way, we meet it in a more general way, and we point out clearly in the resolution that if imperial legislation is necessary, let imperial legislation be had, and if not, let the disability be removed by any process which may be in the power of Great Britain to do it. All we want done in regard to these treaties is, that they should not interfere in the slightest degree with any arrangement that we, as colonies, choose to make between ourselves, or with the mother country. We do not trouble our heads as regards the trade with foreign countries, but we wish, as I have indicated, that this disability should be removed. I have noted the form in which Sir Henry deVilliers puts it. My friend Mr. Fitzgerald has put it as against those two special treaties. I think we had better make it more general. There are other treaties than those he mentions there, and you may remove the disability as to these two special treaties, and not accomplish the object you wish to accomplish. I think the form in which Sir Henry deVilliers has placed the matter before us is preferable to the form in which our friend Mr. Fitzgerald has placed it. Both desire to accomplish the same result, and I think it will be better accomplished by the motion that has been put by Sir Henry deVilliers, than by that of Mr. Fitzgerald, and I would therefore advise Mr. Fitzgerald to withdraw his motion.

Hon. Mr. FOSTER.—There is no doubt that Sir Henry deVilliers' motion is a very crisp and effective one. The only point which I differ a little from him about is on the line of directness. We have already passed one resolution which stands on the records of the conference as dealing with the disability in one direction, which is included in the motion of Sir Henry. We would therefore be reaffirming, in general what we had already passed as a distinct resolution, and consequently would be putting on our records more motions than necessary. I believe, when you want

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a thing, you should go directly and ask for it, and say what it is you want. If you make it as pointed as possible it takes a long while to stick it into the official mind in Downing Street. We have already taken up the matter of these two treaties, in 1882, as far as Canada is concerned, brought this subject matter as a grievance to the attention of the home government, and a certain amount of official communication has taken place. Then, in 1892 the Parliament of Canada, as has been stated by my friend who moved this motion, passed an address of both Houses in the direct line, for the specific purpose of getting the disability involved in these two treaties removed, so that we could be at liberty to make better relations as regards trade between Great Britain and the different parts of the Empire. A certain amount of influence will be added to that direct request, indeed a great amount of influence would be added to it, if the colonies here assembled in this conference should, upon that one explicit definite thing named in their resolution, back up the agitation which has heretofore taken place, and allow it to be said that the conference of colonies here assembled, as well as previous resolutions of Canadian, and perhaps other colonial governments, all point and press in the one direction, which is to get ourselves out from under the disability which these two treaties place upon us. Therefore, I am in favour of putting the thing just by itself, that this one request should go distinctly. The other covers up a multitude of things, and you have to follow it immediately, by expressing the special representation in order to get before the home government what it is we specially want. You may depend upon it they will never set themselves to work to examine into what are the obstacles that are to be removed, but it is made quite plain to them when we point out the definite obstacles. They don't have to search for it then themselves. They are plain and expressed, and we get more into direct contact. We get a better chance for a favourable results. I am strongly in favour of having the requests specialized. With regard to Sir Henry Wrixon's motion, and without attempting to deal with the case of the Australian Colonies, then would it not satisfy the criticism of Sir Henry DeVilliers with reference to that, if a word or two were inserted that provision should be made in cases where it is necessary by imperial legislation. That would then destroy the force of the criticism of the Cape delegates that they were under that motion assenting to the idea that there was a disparity as regards Cape Colony, if we put in these words. That would take away the effect of that criticism. However, with reference to that, I am strongly of the opinion that we should say definitely what we think as regards that particular thing. In reference to the most-favoured nation clauses I do not think there is practically much difference of opinion. In the first place undoubtedly these treaties make it impossible for Canada or any one of the colonial governments to give to any foreign power what they would withhold from another foreign power having a most favoured treaty arrangement with Great Britain. That is clear. It is also clear that they prevent a colony from giving Great Britain in her own markets any better commercial footing as regards customs' duties than is given a most-favoured nation having a treaty with Great Britain. I think it is also practically clear that this is inoperative as regards the colonies making arrangements amongst themselves, and on that point I would like to read to the conference two opinions which were given in the Imperial Parliament at the time the Canadian Address was discussed in the Imperial House. Sir Michael Hicks Beach speaking in reference to this in the House of Commons on the 9th February, 1892, said :—



The treaty of 1862 with Belgium, and the treaty of 1865 with the Zollverein do not prevent the establishment of any kind of relations between the colonies of this country. All they do prevent is the establishment of, so to speak, preferential relations between the United Kingdom and one of the colonies of the United Kingdom.

He is quite clear upon that. Mr. Balfour, on the 29th March in that same year, speaking also on this question, said :—

The self-governing colonies were free to form commercial leagues among themselves. Great Britain would only become a party on the condition that Belgium and Zollverein receive similar treatment.

Although this next is not pertinent to the present discussion, it is to the proposal I spoke of yesterday. He went on to say :—

Her Majesty's Government had no information which led them to believe that the colonies were desirous of adopting such a policy (that is the trade arrangements within the empire), but should there be a desire for such customs union, it would be the duty of Her Majesty's Government to consider how these treaty restrictions could be removed.

That I think is a very important and very pregnant sentence by a member of the government at that time, but which I have no doubt would have as hearty a recognition by a member of the present government. Although we get advantages, I am not going to say the British Government does not find very great difficulty in acceding to a request of this kind. She has treaties with Belgium and the Zollverein which are of very great benefit to her. If these two powers should say: "We will not let the colonies out except we break or denounce the whole treaty" then Britain's commercial advantages come up and must be considered, and we as colonists must admit at once that it is the balance of advantages; and if we belong to the Empire it is possible that we may have, for the greater advantage, to submit to disadvantage for ourselves. But what we ask is the least possible. That is that the colonies should be left out so far as the Belgian and Zollverein trade is concerned, and their trade with the colonies is the least important trade, and I do not think it would be impossible in the course of negotiations with the sweeping changes that are taking place, especially with Belgium as regards her arrangements in different parts of the world, that on some auspicious occasion the colonies may be dropped out from that without necessitating the breaking of the whole treaty which is admitted to greatly benefit Great Britain. But, let us press this as our view, subject of course always to the imperial consideration, so that whenever the time comes that we can be let out we shall have the opportunity. Why is it that a colony of 5,000,000 of people to-day, independent so far as its customs are concerned, with an independence given to it readily by the British Government itself, why is it that we should be kept from making good arrangements for ourselves from a trade point of view? It is because in 1862, before we were born, we happened to be included within a treaty within the bounds of which we would not now be by the expressed understanding with Great Britain herself—because in no case does she include a colony without the consent of the colony. Why we should be held under this treaty? It is an anomaly. It is a grievance that we should be hampered or restricted by these conditions. But they are there and we must recognize that they are there. We were within the womb of the Empire then and we are in the lap of the Empire now. We submitted to this cheerfully but on ground of right we ask for it to be seriously taken into consideration and if there is any possible means whereby we can be let out of that, let us go far ahead of that sentiment which is strong to-day in the British Empire, and will be stronger in after years, and claim that something more is due as between children and mother in

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matters of trade than is given to foreign powers who are in a state of armed opposition so far as trade is concerned to the mother country and every part of her dependencies.

Sir HENRY DEVILLIERS.—In regard to the condition of this treaty there is one fact lost sight of, and that is in the advantages given to Great Britain by Belgium and the Zollverein the colonies of the British Empire are entitled to share. We share in them, and, therefore, before the imperial government should denounce these treaties, we must ask ourselves whether our respective colonies are prepared to lose the rights given to them at present under the most-favoured nation clause in the Belgium treaty and the Zollverein.

The PRESIDENT.—There is nothing in either the German or Belgian treaties as I understand their provisions, that gives any advantage to Great Britain or Canada over other countries. France is not a party to that treaty, but she has the same advantages in the markets of Germany and Belgium that England and her colonies have. Her treaties are not based upon the principle of French treaties. France has a minimum and a maximum tariff. Her tariff is open to the whole world, hence we received no advantages from the treaties which exist at present over any other nation in the way of tariff in either of these countries.

Lord JERSEY.—Sir Henry was preferring to the privileges—besides tariff privileges, and we should consider these. The treaty deals with many subjects

Sir HENRY WRIXON.—Mr. Foster has put most clearly the view I was going to submit, and which I hope the conference will adopt, and which I hope the Chief Justice may see his way clear to adopt too. I prefer the way Mr. Fitzgerald puts this question. We do know what we want. The two things we want are the abolition of that prohibition as regards the Australian Colonies, and the other is the removal or denunciation of the particular clauses in the two treaties which prohibit commercial arrangements between the colonies. These are what we want. The Chief Justice puts it so exceedingly vague that it would convey to any one reading our resolution that we didn't know what we wanted. He says, in the opinion of this conference, any obstacle should be removed by legislation or otherwise. The obstacles are not mentioned in the resolution.

Sir HENRY DE VILLIERS.—Supposing the law officers say the treaties are not obstacles,

Sir HENRY WRIXON.—I will come to that in a moment. I want the conference to see that we have made up our minds what we want. We do know what we want, and I certainly think it would be better that this conference should adopt a more concise way. We have already gone half-way. My resolution is adopted. The only objection is what the Chief Justice has just indicated. What he says is that these clauses in the Belgium and Zollverein treaties do not really prevent commercial arrangements.

Sir HENRY DE VILLIERS.—I say we are not yet entitled to assume that they do.

Sir HENRY WRIXON.—All I can say is that if this is so it has been kept in the background. It has not been known and to tell the truth the whole of this question has been in a state of progressive development. I think up to a recent period the authorities did conclude that the clauses in these treaties did prevent this commercial reciprocity between the colonies. We are entitled to act upon that assumption because at present we should not assume that those clauses do not interfere and it

is not for us to raise doubts. We are entitled to take what has hitherto been accepted as the fact up to the present time. As illustrative of that I refer to a memorandum laid upon the table of the House of Commons in 1888. The House of Commons passed an address that year asking for a return of treaties of commerce in force between the United Kingdom and foreign nations which precluded preferential fiscal treatment in the case of colonies and dependencies under the British Crown, and that address was answered in language showing that it was assumed that these treaties did interfere with intercolonial arrangements. And that answer goes on to enumerate the treaties which did so, so that I say as far as we know publicly the writer of that answer puts these two treaties as precluding this preferential trade. I say, therefore, as far as we know it is assumed by the House of Commons and by the authorities up to a certain point of time at any rate, that these clauses in the two treaties do prevent our securing commercial reciprocity. I think it is better to adopt the proposal of Mr. Fitzgerald, and if later eminent legal opinion says that it is not necessary we can say that we have erred in very good company. But that is the only objection to adopting the motion. I would suggest to the Chief Justice whether he would not think it better, as we have gone half way in being definite, let us go the whole way in being definite, and adopt the view proposed in the motion. I am not so certainly informed in imperial matters as to know whether the motion might not include something we do not quite understand. It is so very general in its wording that an absolute resolution asking this to be done may include some things we really are not absolutely acquainted with. I feel it is necessary to be precise in passing a resolution of this kind and I hope the Chief Justice will not feel bound to press his view.

HON. MR. SUTTON.—I have listened with pleasure to the remarks of Mr. Foster, who so strongly argued in favour of England and her dependencies being allowed to trade with each other on more favourable terms than any foreign power. I can, I am sure, agree with every word expressed by him, but I would like to point out to Mr. Fitzgerald, who has moved his resolution that, if we are going to define the treaties that exist between England and foreign powers he should not stay his hand by only referring to the German Zollverein and the Belgian Treaties. I was going to point out, if a statement we have heard since we arrived in Canada is true, that Canada has entered into a treaty with France by which the colonies cannot send wine here on more favourable terms than France can. Surely if this is true this treaty should receive consideration at the hands of the imperial government as well as the other foreign treaties. I understand you (addressing the Canadian delegates) have entered into a treaty with France by which you allow her wines to come in here on more favourable terms than you allow the wines of other foreign countries, and we have been informed that we cannot send our wines here on the same terms as France. That is putting us under the same conditions as regards Canada as the foreign power under this treaty. If we are going to alter the existing treaties we might ask the home government whether it is not desirable to reconsider this proposal made with regard to France, and if they are not going to put their colonies on more favourable conditions than they propose to put France.

SIR HENRY WRIXON.—There is nothing to prevent Canada doing that. There is nothing to prevent our entering into a treaty with Canada in conjunction with the French treaty.

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Sir HENRY DE VILLIERS.—It could not be more favourable than the treaty with France.

Hon. Mr. SUTTOR.—If this treaty between France and Canada is in existence we cannot be on more favourable terms than Canada and France. Therefore, why do we stop and leave out this existing treaty between England and France.

Hon. Mr. FOSTER.—Will Mr. Suttor allow me to correct that impression? There is nothing in the French treaty beyond that it simply confirms that we shall allow French wines to come in at a certain rate and another clause confirms that if we give to any other country a lower rate we shall give that same rate to France. There is nothing in that which precludes Great Britain and her colonies doing anything they please with reference to their internal trade. Thus Cape Colony and Canada can make an arrangement to-morrow by which Cape Colony wines can come in here free of duty and French wines will come in at the rate which we had named, so long as we give no more favourable rate to any foreign country.

Hon. Mr. SUTTOR.—We are all very glad to have heard the explanation of Mr. Foster, but still pardon me if I say his explanation leaves us exactly as we were before. Mr. Foster's explanation is that we are permitted to come in with our wine on the same conditions that France sends her wine in, but if the Canadian Government and any of the colonies agree amongst themselves to send in their wine free of duty, France can claim to send her wines in on the same terms. Is that not so?

Hon. Mr. FOSTER.—That is not my impression of it. I am sending for the treaty now.

Sir HENRY DE VILLIERS.—This is the clause: "Any commercial advantage granted by Canada to any third power, especially in tariff matters, shall be enjoyed fully by France."

Hon. Mr. FOSTER.—Cape Colony is not another power.

Sir HENRY DE VILLIERS.—Any commercial advantages granted by Canada to any third power, especially in tariff matters, shall be enjoyed fully by France.

Hon. Mr. FOSTER.—My honourable friend will see that there were two Powers connected with the making of that treaty. One was Great Britain and the other was France. Great Britain included the colonies. The only stipulation that is provided by that treaty is this: that we shall give to France the advantage of a certain rate for her wines. That has a rider upon it respecting any third power—what is the third power? It is not Great Britain. It is not France. It is certainly not Newfoundland, and it is certainly not Cape Colony. If we make any arrangement with Austria or the United States or any power, we have to give France the better rate, but if we make an arrangement to please ourselves amongst ourselves in our family of sister colonies, we can let their wine in at just what we please, and give France no better rate than the treaty gives her.

Sir CHARLES MILLS.—Hear, hear.

Hon. Mr. SUTTOR.—We shall be permitted to make an arrangement altogether outside of this treaty between France and England.

Hon. Mr. FOSTER.—Quite so.

Hon. Mr. SUTTOR.—I am glad to hear that is so. As regards Sir Henry de Villiers' resolution, if we consider the light in which this resolution may be read outside this conference, we shall appear to have repeated ourselves, and without the

explanation touching this resolution of Sir Henry de Villiers, the resolution submitted might be considered similar to the one the conference has already decided upon. In that view I think it would be well if we could adopt some other means of expressing the ideas he wishes to have confirmed by the conference, and on the other hand there may be something in the objection raised by Sir Henry de Villiers to the effect that Mr. Fitzgerald's resolution may be too mandatory to receive favourable consideration at the hands of the home authorities. Since this discussion has been going on, I have drafted roughly an amended resolution which Mr. Fitzgerald might listen to in order to see if it will meet his views and also those of Sir Henry de Villiers. I only refer to treaties, and leave out the other obstacles, because of Sir Henry de Villiers' statement, that at the Cape there is no necessity for imperial legislation. Simply with a view of making this resolution more general, and meeting to a certain extent Sir Henry de Villiers' objection, and taking in Mr. Fitzgerald's resolution, I would suggest whether it would not be well to adopt some such resolution as this:—"That this conference is of opinion that any provisions in existing treaties between Great Britain and any foreign power, which prevent the self-governing dependencies of the Empire from entering into agreements of commercial reciprocity with each other, or with Great Britain, should be removed."

Hon. Mr. FITZGERALD.—That is Sir Henry Wrixon's motion over again.

Hon. Mr. SUTTOR.—I would not ask for a division on the subject. I submit it as a proposition to get over the difficulty which seems to exist in the minds of some members of the conference as to whether they could vote for one resolution or another.

Hon. Mr. PLAYFORD.—Mr. Fitzgerald's motion will not do. These are not the only existing treaties that bear on this question. He covers too small a ground. If he looks at the address delivered to us by the Chairman, he will see a reference there to this particular subject. He will see quotations there of a memorial that was forwarded by the Parliament here to the imperial House on the subject, and the last clause of that Memorial shows that they did not confine themselves in their representation to that at all. That Memorial reads:

The Senate and House of Commons therefore humbly request Your Majesty to take such steps as may be necessary to denounce and terminate *the effect of* the provisions referred to *as well in the treaties with the German Zollverein, and with the Kingdom of Belgium, as with any other nation, in respect of which such provisions are now in force.*

The last words are in italics evidently to lay special stress upon them.

Hon. Mr. FITZGERALD.—What is the date of that memorial?

Hon. Mr. PLAYFORD.—1892. The only contention is that the motion is too confined. It is confined to two treaties and as I suspected there are many other treaties. I am under the impression that the motion that has been moved by the representative of New South Wales, Mr. Suttor, will cover the ground.

Hon. Mr. THYNNE.—It seems to me we have gone away entirely from this question to a question of words. I think we have to a large extent gone away from the practical aspect of the question we are discussing and have allowed ourselves to be involved in two or three forms of expression. What we ask to-day is to get the power amongst ourselves to enter into reciprocal arrangements and we assume very strongly that these treaties of Belgium and Berlin prevent us from doing that. I do not think at the present moment there has been any proposed

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reciprocal arrangement suggested at this conference which would in the slightest degree interfere with either of these two treaties. Look at the wording of the Belgian Treaty and you will find that the restrictions that are placed in favour of goods of Belgian manufacture or Belgian raw material and that the same thing applies to British productions or manufactures. Now, is there any one subject of trade that is likely to be subject to reciprocal arrangements between any two of our different colonies or which is likely to be interfered with by the restriction placed by that treaty. I cannot think of one. Take any article that is produced in Canada that we are likely to take to the Australian colonies that would interfere with that treaty. I know of nothing that will come from Belgium or Germany that will in the slightest way compete with the production of Canada.

Hon. Mr. PLAYFORD.—What about implements and so forth?

Hon. Mr. SUTTOR.—Or ironworks.

Hon. Mr. THYNNE.—You import iron from Belgium. You are not likely to export that iron to us. Each colony has got to look at what it produces to see whether it is likely to be produced in any other of these countries. Now take a practical point. Suppose a reciprocal arrangement is made between Canada and the colony I represent on two articles, one of which is a production of Canada which we have not, namely the salmon. We produce on the other hand sugar. Supposing that these are the subject of our reciprocal arrangement. If we let in Canadian salmon duty free and Canada admits our sugar duty free, you see there is a practical proposition.

Hon. Mr. FOSTER.—Go outside of natural productions.

Hon. Mr. THYNNE.—Take these two things; they would not be affected in the slightest degree by German sugar.

Hon. Mr. FOSTER.—Beet-root sugar can come in from Belgium.

Hon. Mr. THYNNE.—In Australia we have put a duty on sugar manufactured from beet.

Hon. Mr. FOSTER.—But we have not.

Hon. Mr. THYNNE.—There is no difficulty in it. The increased duty has been put on to protect the production of cane sugar against bounty fed beet sugar.

Hon. Mr. FOSTER.—The very moment we let your sugar in free, Belgium comes up and says we will send in sugar free too.

Hon. Mr. THYNNE.—Where is your sugar produced? In Belgium?

Hon. Mr. PLAYFORD.—Yes; plenty of it—beet-root sugar.

Hon. Mr. FOSTER.—We import hundreds of tons of beet-root sugar now.

Hon. Mr. THYNNE.—You should import cane sugar in preference to beet sugar. For tariff purposes the two articles may be treated quite differently. I can see no difficulty with regard to the two questions. When difficulty arises it is quite time enough to ask the imperial government to interfere with the commercial treaties for the sake of some practical purpose and not for some mere hypothetical proposition which may never require practical solution. I think our great success in our business throughout the Empire is because we have waited until the occasion for practical work has arisen before making a change. Before we can offer to the imperial government any single practical instance in which we are desirous of entering into reciprocal trade, which instance is interfered with by the Belgian or Zollverein

Treaty, we are asking the government to do a thing we ought not to ask them to do, and we ought to postpone making that request until we come to a better understanding and find whether we are prohibited from carrying on the extension of that trade. We are in this position, too, so far as Australia is concerned, that for twenty years we have had this power of making a mutual agreement yet we have never exercised it. Now we are asking the imperial government to go further and interfere with their trade with other countries before we are able to offer them some practical object that we are anxious to carry out and which we are prohibited from doing by that treaty. Let us wait until the necessity arises. When it arises I have no doubt our request for the alteration of these treaties will have full weight with the imperial government.

Hon. Mr. FOSTER.—I do not think my honourable friend points to the present difficulty. Supposing that you and we to-day wanted to make an arrangement as between sugar and salmon. You will say: "We will give you your salmon free into our country if you will give us our sugar free into your country." That would be the present contingency. The very red hot moment you make that proposition and put it in cold black and white on the Statute book, under that Zollverein Treaty in so far as Sir Henry de Villiers thinks it would permit them to, ship loads of beet-root sugar could be sent over from Belgium and Germany free as well.

Hon. Mr. THYNNE.—The question between cane sugar and beet-root sugar is actually disposed of now. We have succeeded in some of the colonies in putting a heavy import duty on beet-root sugar. It is against all countries. Cane sugar is not similarly taxed.

Hon. Mr. FOSTER.—We possibly could not do that.

Hon. Mr. FITZGERALD.—After this discussion I haven't the slightest objection to adopting the form in which Mr. Suttor has moved his motion. It embodies all I want.

The PRESIDENT.—We are not considering Mr. Fitzgerald's resolution now. The resolution before the chair is Sir Henry de Villiers's motion. While Mr. Fitzgerald's motion stood first upon the Order paper Sir Henry de Villiers asked permission to move his motion first, expressing the opinion that probably Mr. Fitzgerald would after hearing his explanation withdraw his motion. Mr. Fitzgerald declined to do that and I understand Sir Henry de Villiers presses his motion. The motion in amendment to be voted upon is Sir Henry de Villiers.

Mr. LEE SMITH.—I do not pretend to have the same expert knowledge on this question shown by so many gentlemen who have spoken, but if I may be pardoned for saying so, I think the discussion is something of the kind of a debating society's programme. I can clearly see we all desire the same end, to remove all the obstacles that are and may exist as to carrying out what we desire. It is no use wasting our time discussing the way we all ought to agree upon. I think if we took the two motions together, or probably Mr. Suttor's motion, we might meet the difficulty. We should stick to this matter and get what we want, and I hope the conference will take steps to bring the matter to a conclusion as quickly as possible.

Sir HENRY DE VILLIERS.—I must admit that my resolution, if carried, will involve the rescinding of the resolution that has already been arrived at. Unless we are unanimous I could not possibly press my motion. The first resolution was carried at a time when I was not aware it was going to be put. That resolution implies

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that imperial legislation is required to enable the colonies to enter into reciprocal arrangements with each other. That is a general proposition. Imperial legislation is required to enable certain Australasian colonies to do certain things, but not to allow the colonies of the Empire to do certain things. As that resolution has been carried, and as my motion will serve no good purpose unless unanimously agreed to, I will with the leave of the conference withdraw my resolution in favour of the proposal of Mr. Suttor, which is a better one than the proposal of Mr. Fitzgerald.

Hon. Mr. FITZGERALD.—I willingly withdraw the motion of which I have given notice in favour of that in the form of the motion given by Mr. Suttor.

The PRESIDENT.—Both motions are now withdrawn, that is the motions given by Mr. Fitzgerald and Sir Henry de Villiers. The discussion will therefore be continued on the motion of Mr. Suttor.

Hon. Mr. FORREST.—I am not going to object to the withdrawal. It seems to me, however, that the discussion would have been more appropriate had the question been that of commercial union between England and her colonies, and protection against the rest of the world. I would have voted for this form. But at the same time I would say we would be premature in asking England to immediately interfere with existing principles. I vindicated my reason for this in the first remarks I made here. The foreign trade with England at the present moment is an immense one, and that trade may be seriously interfered with if we ask England to cancel the existing arrangements with Belgium and other countries. And gentlemen, the foreign trade of England is of the vastest importance to Australia. I look upon England as the great agent for receiving our raw material and distributing it, after manufacturing, throughout the world. It would be impossible for us to distribute our products without the assistance of England. I say again if we do affirm a principle of commercial union I would recommend that we hasten slowly, because we are not prepared. Supposing other countries followed our footsteps, and supposing they said to England: "If you do this we will cancel our treaties with you. Supposing we limited the foreign trade of England, is it not as clear as the sun at noon day that we are thereby limiting our own trade? We cannot get on with these matters unless we define our terms. The words "obstruction" and "disability" have been used. I do not consider the treaties with other countries that we are proposing to cancel as disabilities. It is very much the other way. It is owing to these treaties that we are able to get a market for our productions. Therefore, I think we ought to approach the question of their cancellation with very great caution, and more particularly seeing that the colonies at the present time can make any arrangement they think proper amongst themselves. If there is anything in the remarks of Sir Michael Hicks-Beach and Mr. Balfour as read by Mr. Foster, the colonies can at the present time enter into an arrangement, without any further legislation. I think at the same time that what is looked upon as a disability is very far from being a disability as far as we are concerned, and you will understand that in making these remarks I am in favour of a commercial union between England and her colonies, a free trade one, if possible, and if not free trade a differential tariff in favour of England and her colonies. But such a change must, in my opinion, be of slow growth, otherwise the cure may be worse than the disease.



Sir CHARLES MILLS.—May I be permitted to say one word with regard to the statement of Mr. Thynne. He questioned the trade of Belgium with Her Majesty's Colonies. Now the Cape has one of her mail steamers calling at Antwerp every week, and I am sure she does not go there for nothing. There is a trade between the Cape and Belgium and contra. We want to get our farm implements from Canada, and we want Canada to take our wine and other products under reciprocal arrangements. Belgium, at present, supplies an immense quantity of agricultural implements, and in the face of that treaty, should we make any arrangement with Canada the Belgium Government might naturally claim the right to deal with us under the same terms that we deal with Canada. I admire the remarks of Mr. Foster, but I admire a great deal more what he said when he removed a great fear from my mind with regard to the French treaty. When I heard of that treaty and also heard that one or two of the Australian Colonies had entered into a cable contract with a foreign power, I began to fear that in all these commercial transactions, there had been a great deal too much human nature evidenced between the contracting parties. I was delighted to hear from Mr. Foster that the Cape could introduce her wine into Canada on the same terms in which we would permit her lumber and agricultural implements to be introduced into Cape Colony. France has already a great advantage over the colonies with regard to her wine trade, on account of her being so much nearer to Canada than we are, and because our wines have to travel across the equator, a very dangerous matter for light wines. Therefore, France has already the advantage, and if we are placed on the same footing as regards the importation of wine into Canada, with France, we should be entirely at a disadvantage. Therefore, I was delighted to hear that we could be placed on a footing with regard to our exports to Canada, without France having the same privilege.

Hon. F. B. Suttor's motion was then adopted.

Hon. Mr. Foster then gave notice of the following resolution:—

Whereas, the stability and progress of the British Empire, can be best assured by drawing continually closer the bands that unite the colonies with the mother country, and by a continuous growth of a practical sentiment and co-operation in all that pertains to the common welfare.

And whereas this co-operation and unity can in no way be more effectually promoted than by the cultivation and extension of the mutual and profitable interchange of their products,

Therefore resolved:

That this conference record its belief in the advisability and practical possibility of a customs arrangement between Great Britain and her colonies by which trade between the Empire, may be placed on a more favourable footing than that which is carried on with foreign countries.

And further resolved:

That impeding the assent of the mother country to such an arrangement in which she shall be included, it is desirable that the colonies of Great Britain, or such of them as may be disposed to accede to this view, take immediate steps to place each other's products on a more favoured customs basis than is accorded to the like products of foreign countries.

## THE PACIFIC CABLE.

The PRESIDENT.—The debate on the resolution submitted by Hon. Mr. Suttor having been adjourned in the forenoon at the request of the Canadian delegates, for the purposes of consultation, Hon. Mr. Foster will be asked to proceed with the discussion.

Hon. Mr. FOSTER.—As I stated the other day in the course of the debate I have been a very interested listener of the discussion which was going on in reference to cable communication between Australia and the other colonies of Great Britain. The discussion has taken, of course, a wide range, commencing with the idea of a

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cable communication between the Australian colonies and Canada, and then widened by my friend Sir Charles Mills into an ultimate connection by an independent line with Cape Colony; and, before that, widened still more by Mr. Fleming in what struck me as being a very comprehensive and very excellent plan for cable communication between Great Britain and her colonies on the lines of security as well as of efficiency. I am quite free to say as a layman, if we were beginning anew and commencing the construction of cables, that it does seem to me the plan outlined by Mr. Fleming, for communication between the head of the Empire and its different parts could be very little improved upon, and would be one which combined the commercial advantages of intercommunication and security, that it would have been followed by the governments and people of those countries which are affected thereby. The first thing that struck me with reference to the cable communication was, as to the difficulties that are in the way; secondly, as to whether those difficulties could be surmounted; and thirdly, as to whether or not the considerations are sufficient to make us surmount them; and fourthly, as to the ways and means by which they could be surmounted. Certainly the difficulties of arriving at a conclusion and the absence of definite information at present are very considerable, and they have been set forth very carefully and very boldly by my friend who sits behind me (Mr. Playford) to whom I think this conference is indebted for the outspoken statement of the case he presented. It is the mind of a man who is not over-much in favour of it, but who is yet practical and clear in his perceptions of what is in the way of the successful accomplishment of the work. There are difficulties. The question that would come up is, as to whether these difficulties were insurmountable. Here you have, several primarily interested Australian colonies, as well as to a certain degree New Zealand and other subsidiary colonies lying between us and New Zealand. Then you have the Dominion of Canada, a sort of half-way house as it were, interested as well, to a certain extent; and then you have Great Britain with her general watching and guarding of imperial interests with regard to whom all the members, I think, of this conference believe that the defence, protection and cohesion, so far as the Empire is concerned, would be very much strengthened and helped by the construction of the cable which is under discussion. Here are large interests, and these interests, it seems to me, are strong enough to make it necessary that the most careful considerations should be paid to the matter as to whether or not, the advantages that would accrue are sufficient to begin intercommunication over this route, over these different sections, to undertake the construction and the maintenance and working of the cable as it has been proposed. There are two interests with all of us, I think. I do not think that you can separate these three divisions under these two interests. There is the commercial interest. Now, it may be said that Great Britain has small commercial interests in this line of communication with the Australian colonies. I think she has a large commercial interest. She is the head and centre of the commerce of the world, and very much of that commerce of which she is the head originates in those outlying dependencies, and she returns the manufactured products over the whole world. Therefore, if by the construction of these lines the cost of telegraph and cable is lessened to an appreciable extent, as may follow by the construction of this line, Britain's commercial interest in the line is considerable after all. If you take the transactions in number and amount which emanate from London or from Great Britain in the matter of trade, you may find that they will come very largely up to

the sum of those which emanate from the colonies or from Canada, so she has a commercial interest in Australasia. So I do not think we ought to consider this question alluding to Great Britain simply as having imperial or defensive interests in the matter. When you come to Canada you have also these double interests, but in a lesser degree, as Canada occupies such a position with regard to her present communication with the Empire, and as far as imperial interests are concerned touching her, and as far as defences are concerned touching her, she has just as good cable communication to-day and telegraphic communication to-day as she would have if this line were constructed between Canada and Australia. Therefore, her interests in the matter of the imperial consideration is less by far than either that of the mother country or Australasia. When we come to the commercial matter the same may be said. The commercial transactions which have hitherto taken place between us and Australia have been altogether too few and too small. We believe that they can be largely increased. We do not know how far. That depends upon the future development, but taking a fair survey of the situation of the products of Canada and Australasia, there ought to be no reason why, under fair conditions, present trade should only be the beginning of a very large trade between two sections of the empire. So that if she has now a relatively small commercial interest we all believe that that commercial interest will grow, and as that grows, the importance of the cable in that respect will grow as well. When we come to the Australasian colonies we find that double interest, strong. It is true, as has been pointed out, that for commercial operations you have in the Australasian colonies, a communication with the civilized world. You have a communication at a somewhat exorbitant charge. You have one line of communication, whereas under the proposed construction of the cable you will have two, an alternative one with all the benefits that would accrue certainly in cheapening of the cost, by having two lines. These two lines would be competitors to each other, so that the commercial interests of Australasia although not absolutely tied up in this line, are yet very large in the proposed cable. The defence interest or imperial interest is also strong. They are far outlying, and they depend very largely upon the quickness and surety of communication between the head of the Empire as to security, and the defence of the outlying interests is a very deep and a wide interest. I would if I lived in Australasia, I would evince the same earnestness that you have shown here as favourable to that line of communication. What I wish to point out is this: We are here to take account of sentiment, to take account of imperial interests, but we are here as well for the purpose of talking business and of looking at the point from the country's standpoint of selfish interests as well as from others, and whatever is to be done in this country, whatever is to be done in your country or Great Britain, must be approved of by the legislative bodies of these countries and we must have some points and some ground upon which we can base the propositions that we give to our respective governments. When we come to meet the Parliament of Canada with a proposition with reference to this cable, we must show, I think, the position of Canada with regard to it and the interest she has in it when that will come under cool criticism. The object of my speaking so far has been to show that of the three members of the groups which have been talked about in this discussion, probably Canada has less selfish interest than any of the others, her commercial interests being much less and her interest so far as protection and defence is concerned, not being very largely

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dependent upon that construction, owing to the good means of communication which she possesses already. But, sir, outside of that, we in Canada have not undertaken what we have, without there growing up within us a very strong imperial feeling. The unity of the Empire, the security of all its parts, the inter-dependence of these parts, are articles which have worked themselves into the creed of every Canadian—and, sir, we would not be worthy of our history, and we would not be living up to our development of the last twenty-five years, if we cut ourselves in the least away from the imperial interests, the interest of security and cohesion, which I think are the great interests of the Empire of which we form a part. So that taking that consideration, it would be most ungenerous of Canada, if she were to measure what she would do in this respect by the mere amount of selfish interest that she has in it, by the mere amount of material good which is probable at first to accrue to her out of the construction of this line. Having said that much, I want to go back to another point, to another subject which is practical. I said that there were difficulties in the way. Here are a set of gentlemen meeting around this table with the representative of the imperial government, who if he makes any representations to the imperial parliament must give them not simply sentiment but hard facts, something to act upon, as Lord Jersey very properly pointed out, and we must take cognizance of things as they are, and things as they are seem to me are something like this: Granted that sentiment is in favour of the cable, do you know the character and quality of the ocean line which you have to traverse? You do not. A certain portion of it is fairly well known. Many parts of the ocean are fairly well known, but every practical man knows that in these matters it is not fair to judge of the quality and character of the ocean bed, from data known of an ocean bed eight or nine hundred miles distant. No man would undertake to engineer the railway, the great road that we built through the Rocky Mountains, without a preliminary survey. Before it was built, millions and millions of dollars were spent upon an experimental survey. No government would have entered into a construction of that kind or felt itself in the position to give assistance in building it unless these millions had been spent before a single rail was laid or the route mapped out. It seems to me that if that is true above ground, it is equally true below the surface of the ocean. As business men, we cannot go to our Governments and ask them to assist us in building this cable line as there has been no exploratory survey and we do not know the character of the bottom. Consequently, we can place no fair estimate of what it will cost and that is the first thing. Practically following upon that is this: When you come to ask a Parliament to pledge itself financially you will have to give the whys and the wherefores. Sentiment will not do, and you have to say to Parliament when you move your proposition, that there is a practicable route and you will have to give a fair estimate of what it will cost. You have to say to Parliament what your estimate is of the cost and ask support for the government. That is practically the way in which it has to be done. There is no survey as yet. My view is this and it is the view of my colleagues as well, because we have sympathy with you. We want you men from Australia to believe that we have sympathy with you in your feeling, and that while we are prepared to do more than re-echo that sympathy, still we as practical men say that the first thing we think ought to be done is to have a survey and an estimate. So far as Canada is concerned, she is willing to pay her third share of all the expenses of that survey and of that estimate. Now you may

say that that does not go far enough. I think it does go a good way if the Government of Canada is willing to take this matter into its hands and go to Parliament and say: "We have gone in with our brethren in Australia for a survey of the Pacific Ocean to estimate the cost of building a cable." That is going just as far as is reasonable. Canada is willing to do her share in the procuring of that survey; but she is not going to pledge herself for an unknown amount to be expended over an unknown course, and the first thing we think is necessary is to have a survey of that as soon as we possibly can, not giving the imperial government any rest or surcease until they put two or three vessels out on that route and survey it right up sharp within a year or eighteen months. Canada will pay one-third of the cost and England should pay one-third, and the Australasian Colonies the other third. I think that is a fair proposition, and one which I think our mother country will not consider unfair. That is what we propose to do, and we propose to say to the conference assembled here that just as soon as that survey and estimate are obtained Canada is willing to meet with the governments of Australia and the home government and to do her share towards the completion of this great line of intercommunication by cable. We do that for two reasons, not because we expect to get a present benefit, but because we expect to see the Empire made stronger by that cable communication, and because we hope also to have a constantly increasing flow of commerce and communication between Canada and the Australasian colonies, and as the cable goes and as the commerce grows side by side with it, our people will reap the benefit as your people will reap the benefits and results which will come from the action of us all. Now I hope that in saying this I have made myself thoroughly understood, and the position of Canada thoroughly understood in this matter. I think we must do something practicable, and we are willing to put our hands in our pockets with the imperial government and get at that something practicable in as short a space of time as possible. When this is done, Canada will do her generous share in bringing about the construction of the cable if it be proved to be feasible at all. Now, I must say personally that I think, that the feasibility of doing that will depend upon this. It will depend upon the imperial government helping the Australasian colonies and Canada. I do not think personally that it is possible for Australasia and Canada to shoulder that expense of doing this all by themselves. I do not believe that we should be asked to do it. I think that the imperial government should assist. I think it would be undertaking very heavy responsibility for the two colonies to take upon themselves the burden which I hope would not be put upon us by the home government which has an imperial interest, constantly strengthening, and which is in the line of distinctly selfish interest in one respect in having these lines of communication. Now, with reference to Sir Charles Mills and his proposition, all I can do to-day is to extend to him my sympathy. It would be a most excellent thing to have that afterwards carried out and have a cable from the Australian colonies to Cape Colony. That is a matter which we hope we will see in the not far distant future because these two lines of communication would make the most desirable communications as between the different parts of the Empire.

The PRESIDENT.—Of course this is an abstract resolution, and the address of Mr. Foster is more particularly applicable to Mr. Thynne's resolution. I suppose

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there will be very little objection to the resolution now before the chair, which reads as follows :—

That, in the opinion of this conference, immediate steps should be taken to provide telegraphic communications by cable, free from foreign control, between the Dominion of Canada and Australasia.

The resolution was carried.

Hon. Mr. PLAYFORD.—You understand that I do not vote on this occasion. So far as South Australia is concerned our representative has never voted one way or the other when this question has been considered by colonial or at the imperial conference in 1887. We do not object to the cable as long as it is required for public and imperial interests.

### CABLE EXTENSION TO THE CAPE.

The PRESIDENT.—Sir Charles Mills has altered his proposed rider to Mr. Suttor's motion, to read as follows :—

That it is for the interest of the Empire that, in case of the construction of a cable between Canada and Australasia, such cable should be extended from Australasia to the Cape of Good Hope ; and that for that purpose arrangements should be made between the imperial and South African Governments for a survey of the latter route.

Sir CHARLES MILLS.—I think the motion I propose to add to the resolution is exactly what Mr. Foster has so well expressed as being the desire of the Canadian Government, and also in accordance with the expression of the views of Mr. Playford. I quite hold, as I said this morning, that it is utterly impossible for any government to form an idea, either of the route or the cost of the cable, without a proper survey, and I think I have put the necessity of the survey in such strong terms in that motion that Her Majesty's Government will not delay in carrying it out.

The PRESIDENT.—Of course the conference will understand that in adopting this motion it asks the Imperial Government not only to survey this route between Australia and Canada but between Australia and the Cape, and in that case, should this be adopted the Cape will be prepared to pay its proportion of the survey. That would follow, I suppose, as a matter of course. I make that remark based upon the statement made by Mr. Foster just now, that in the survey which we are asking the Imperial Government to make at once between Australia and Canada, that Australia, Canada and the British Government will each pay one-third.

Sir CHARLES MILLS.—I am not aware that any of the representatives of Australasia have pledged their governments to pay their share of the survey.

The PRESIDENT.—I take it for granted from the motion of Mr. Thynne, that he lays it down as a principle that the cost of the construction and maintenance will be borne in those proportions.

Sir CHARLES MILLS.—That motion did not pass, but falling back on the words of Mr. Foster that the cable between the Australian Government and the Cape would be matter of the future, I do not see why the Cape Government should now bind itself to an expenditure which is so far distant.

Hon. Mr. FOSTER.—I would just like to point out to Sir Charles Mills that this resolution, I am afraid, has a little of the weighting down in it, has it not? Now, what was taken up in 1887 was the question of having cable communication between Australia and Canada. That was what was in the resolution that was passed.

That was what the British Government were urged to survey. This goes further, and it asks the British Government to undertake to survey, not only that, but the wide distance between Australasia and the Cape, and the expense of that survey, I suppose, would be one-third more. I do not know what the distance is exactly.

The PRESIDENT.—About 7,000 miles.

Hon. Mr. SUTTOR.—It is further to the Cape from Australia than the proposed route.

Sir CHARLES MILLS.—I gave that this morning, and showed that the greater part of these seas had been surveyed and are well known.

Hon. Mr. FOSTER.—Do you know the distance unsurveyed between Australasia and the Cape?

Sir CHARLES MILLS.—Following the route from Australia to the Straits Settlement and from there to the Mauritius and from the Mauritius to Natal—I do not think there is any that has not been surveyed.

Hon. Mr. FOSTER.—Then it would not be necessary to call upon the British Government to survey that.

Sir CHARLES MILLS.—If there is any part that has not been surveyed then it will have to be surveyed.

Hon. Mr. FOSTER.—Would Sir Charles Mills have any objection to altering one word. Instead of saying "thence" say "thereafter," that would make the survey as between Canada and Australasia, and thereafter with an extension to South Africa?

Sir CHARLES MILLS.—If that meets the wishes of the conference, I will bow to the opinion of the conference?

Hon. Mr. FOSTER.—That would meet my views.

Lord JERSEY.—Are we to understand, supposing the conference carried Sir Charles Mills' rider, that it would mean the British Government would be expected to make the survey and the cost of that survey would be shared by Australia and by Canada. Nothing has been clearer than the expression of the various delegates that whether it is required by Her Majesty's Government or not—of course I cannot say whether it will be required—they would be prepared to recommend their governments to take a portion of this expense. Then here is another line which is proposed and I should like to know whether the expense of that survey is intended to be borne partly by Australia and Canada or not, or whether the new line would have to be surveyed alone by Her Majesty's Government, or would it be a matter between the Cape and Her Majesty's Government?

Sir CHARLES MILLS.—That would be a matter of arrangement between the different governments. St. Helena comes in and Ascension comes in also.

Lord JERSEY.—Therefore I am to take it that at present you form no opinion whatever, as to how the expenses of that survey should be met. It was only for my own guidance that I asked the question.

Hon. Mr. SUTTOR.—The rider proposed by Sir Charles Mills I do not feel myself in a position to approve of. We have come here with a definite object and that object was to consider as favourably as we could any proposition made for the construction of a cable between Canada and Australasia, and so far as I can I am quite prepared to pledge my government to any proposal at this stage to assist in the necessary survey that would be required, but I do not think that we can possibly at this point agree to a proposition which binds us to another cable altogether.

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I mean this proposal to connect Australasia with the Cape of Good Hope. The connection between the Cape and Australia is altogether so different from the position that is now occupying our attention between Canada and Australasia, that I do not think that we can consider at the same time these two propositions. The gentlemen who are representing the other Australasian colonies, I think have all expressed the opinion of their governments, that they are quite prepared to pay their share of making the survey between Australasia and Canada, but if we are going to add the proposal of Sir Charles Mills to the effect that a survey should be carried on between Australasia and the Cape of Good Hope, and he is not in a position at all to pledge his government to a share of the expenses of the survey, I, for one, as representing my government, am not in a position to consider it. If we add such a rider as is proposed by him, we shall pledge ourselves to a proposition on which at present we are very little informed. I do hope, if my motion is concurred in by the other Australasian representatives, that Sir Charles Mills will not press this motion to a division. We have come here first of all with regard to this cable matter, and we were invited to consider the question of establishing cable communication between Canada and Australasia. I think as far as the cables are concerned we ought to restrict ourselves to that proposition, and we should not hamper ourselves with any proposal such as the proposition made by Sir Charles Mills.

SIR CHARLES MILLS.—Considering the manifest wish of the members of the conference, I would ask the permission to be allowed to withdraw my proposal as a rider to Mr. Suttor's motion, and to submit it as a motion hereafter.

Conference permitted the substantive of Sir Charles Mills's motion.

### THE CABLE AS A NATIONAL WORK.

HON. MR. THYNNE.—Mr. President, I propose to move one resolution at the present moment, as follows:—

That, in the opinion of this conference, it is desirable that the construction and maintenance of the proposed cable from Vancouver to Australasia should be undertaken by the governments of Great Britain, of the Dominion of Canada and of the Australasian colonies, as a joint national and public work.

The general motion of Mr. Suttor having been satisfactorily disposed of, we should consider the process by which we can bring that resolution into operation. The first and foremost of these considerations is the question on what basis do we propose to have this proposed line carried out? There are three separate ways. One is by guarantee, another by subsidy, and the third is to have it constructed as a government work. At this meeting, sir, addressing a body of gentlemen experienced in the systems of government, I will not attempt to go into a discussion of the different reasons affecting these three different proposals. After the discussion we have had it would be sufficient for me to say, that my government very strongly favoured the mode of construction which I have moved in this resolution. We think, sir, there are several reasons why this is desirable. You, in the first or second plan have to deal with a company whose interests may be divergent upon many occasions from the interests of the people who are supporting cable service. We wish, sir, that the governments mostly interested and the people who support a cable of this character, should have in their own hands its working and control, and



to have whatever benefit there is from the construction of the cable. In the history of these enterprises, we find, as a rule, that the construction of new lines of this character are either a very great failure or a very great success. If they are a great failure it is a great misfortune, that the loss caused by an undertaking which is really a great public benefit should fall upon private individuals, and also it is rather unfortunate to find that the public who have supported successful enterprises are liable, very often, to get into the hands of a monopoly. Taking it all round it seems the fairer and better way for carrying out an enterprise like this, that it should be in the hands of the people who are commercially interested in having it constructed. If we come to the conclusion that this work should be done as a joint national public work, there should be some practical method by which the work can be carried out. In this work there are the joint interests of the several colonies, and we have not yet had occasion to find fault with the way in which such an enterprise has been carried on and the way in which individual governments have discharged trusts reposed in them by other governments. One instance familiar to me, is the trust imposed upon the colony of Queensland by the other Australian colonies conjointly with the British Government, in the control of the government of New Guinea. I think I can claim that the government has not been found fault with, and we are prepared to place our trust in any government which may be selected for this arduous duty in relation to the cable. There is one reason that affects me quite as much if not more strongly than any of the reasons I have offered. I am very anxious to see the day when almost all the British self-governing communities, including the Imperial Government, will be associated together in one great enterprise, which will, I believe, have a more educating effect upon the peoples of all these countries than all the speeches and letters that could be made or written and that great enterprise would be an object lesson on the combined control and work, the combined construction and maintenance and conduct of a big undertaking such as the construction of an important cable line like this must be. That is perhaps not strictly business. It has perhaps a little sentiment in it, but I think sir, it is a pretty strong sentiment and one that would be more effective amongst all our people than any other thing that this conference could bring about by their deliberations. I am not afraid sir, of the difficulties which we individually in our different colonies at times experience in connection with the control by the governing powers of large undertakings. We have had a good deal of experience in Australia in railway construction, and we have always had a good deal of experience of the disadvantages of carrying out works of this kind by the government, and I think I am not wrong in saying that the greatest disadvantage that did arise from the construction and management of railways by the government was the introduction of too much political influence controlling the management of the business. But, sir, I think that while that danger exists and is likely to exist naturally within the borders of one self-governing community, when a large number of the different self-governing communities bind together, objection which is so frequently taken in Australia will not be found applicable to this enterprise. I hope I have not overstated the case in saying that I think we would be entirely exempt from such a danger under the proposal which I have the honor to submit to this conference.

Hon. Mr. SUTTOR.—I find myself in this position, that in accordance with my personal feeling and also in accordance with the directions of my government, I am

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not in a position to support the motion of Mr. Thynne. Hitherto we have noticed that all such works have been constructed by private individuals, and I think it is an innovation to propose at this stage that the work should be undertaken by the different governments concerned and, therefore, whilst the government I represent may be prepared to consider favourably the proposal to subsidize any company when they carry out the work, still their wishes are that no responsibility should be entered into by me, and that the government should not go beyond that guarantee of the deficiency or some added interest to be determined between the parties undertaking this work. That being so, it becomes my duty, if this resolution comes to a vote at all, to resist the proposal of Mr. Thynne. Although Mr. Thynne has expressed the desire and hope that this undertaking shall be assisted by the government in the most friendly spirit, still I think we might fairly ask the representatives of Queensland the steps they would take regarding the existing cable company. The Australian Governments have paid large sums of money towards that company. Queensland has made herself conspicuous by standing out, and they received great advantages and have never contributed towards the deficiency arising between the receipts and expenditure. We are not asking too much by inquiring from the representatives of the Queensland Government what they will do with regard to the other subsidizing colonies in continuing to assist the present cable communication if his proposal be adopted. I do not think that this is asking too much. I am not in a position now to support the resolution of Mr. Thynne, upon the ground that my government does not feel itself justified in becoming a party to the construction or laying down of the cable. They are quite willing with the other colonies to bring about the most cordial relations between New South Wales and Canada. That has been proved by the cordial way in which we met the proposal coming from Canada to subsidize the mail service which is now in existence. My colony is the only Australasian Colony which has practically assisted Canada to establish a monthly mail communication between Australia and Canada.

Hon. Mr. PLAYFORD.—If they will allow the steamers to go to Victoria they will subsidize it too, won't they?

Hon. Mr. SUTTON.—I am only mentioning the position as it is. I say that my government is desirous of assisting in bringing about what is considered very desirable means of communication, but we think the laying of this cable should be undertaken by some private company and not by the different governments joining in the manner proposed by Mr. Thynne. We all know the enormous expense of any work in which governments are primarily concerned. Therefore, I think that we should very seriously consider this proposal before we diverge from the lines so well laid down, and let the work be done at the hands of private individuals and the different governments give some guarantee. I am prepared to go as far as that and no further. But notwithstanding what Mr. Thynne has said, all the Australian colonies have, within a few years, taken their railways entirely beyond political control. We have removed them from political control, and it must be admitted that grave abuses arose under the system which formerly existed, and necessitated such an alteration in the management of the railways. I feel that the proper course for the governments to adopt in such a matter as this is to mutually agree amongst themselves as to the proportions of guarantees they will allow for the construction of the line at the hands of private individuals, and I think I am right in saying that it has been done in the case of every cable laid below the waters of the ocean.

Sir ADOLPHE CARON.—In reference to the motion of Mr. Thynne, it seems to me, if I judge correctly, this motion is somewhat anticipating events. A couple of days ago it was resolved that in the opinion of this conference immediate steps should be taken to provide telegraphic communication by cable, free from foreign control, between the Dominion of Canada and Australasia. I think to-day we have pretty well decided, at least it appeared to be the consensus of opinion, that before any definite steps were taken in so far as construction is concerned, that we should have a thorough survey that would place the contracting parties in the position of knowing exactly what work would be undertaken. It strikes me before we bind ourselves to any specific plan, that having resolved that we should have communication by cable, we should not go into detail as to how the work should be carried out until we first ascertain by a thorough survey what the work is likely to be. Then it will be necessary after the survey is completed to meet and lay down the basis how that can be done as a national work. I would sooner for the present not express an opinion as to the mode. I think it is anticipating events in deciding now whether the work should be carried on in one way or another. The first step is the survey, and once that survey is completed, then it will be ample time for those who undertake the building of that cable to meet and decide as to the way in which it shall be carried out. I am not expressing an opinion as to the way in which this work should be carried out, whether by joint action of the several governments or by joint enterprise. I think it will be ample time when the survey is completed to decide on that point.

Mr. LEE SMITH.—I consider that nothing could be more indefinite than this proposal from Queensland. To my mind, sir, none of the governments of Australasia will agree to any such proposition of undertaking this work as a government enterprise without first having exhausted every effort towards finding out whether they could not get this cable built by a company under some form of guarantee or subsidy. I am satisfied, my government would not incur any expense as to the survey. It is a question for the British Government or a private company. I feel perfectly certain that the British Government will never take part in carrying out this work for the colonies. I am as sure as I am here that the British Government will never in our time, go into a partnership with the colonies, in opposition to a private company. I shall oppose this motion. I cannot agree to it.

Hon. Mr. PLAYFORD.—Personally, as I have informed the conference before, I am in favour of this work being done by the governments in preference to its being done by a company. I am quite confident in my mind we will have it done cheaper. You will have messages carried over the line at a less rate. The governments themselves do not require to make any profit out of it. They will only desire to make sufficient to keep the line in proper working order, pay the working expenses and interest in connection with it, and if at any time by an increase of business the receipts should exceed the expenditure, they will be always prepared to make a reduction in the charges so as to let the public get the advantage. It is precisely the reverse with the company. We start with a subsidy for a time, and the time comes around when that subsidy ceases. What have they got then? An absolute monopoly over which you have not the slightest control. They can charge what they like so long as they do not charge so much as to induce a third party to come in and make a cable to oppose them. I cannot understand how my friend Mr. Suttor, whom I look upon as a highly intelligent gentleman, cannot see it in any other light than that the govern-

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ments should undertake this work. The argument against it is this, an old fashioned argument: That because it has not been done by our forefathers, we are not to do it at all, that we must not go out of the old rut, that we have been running in for all these years. We have gone out of the old rut, that has been worn so deep in England with good results. Nearly all the colonies began by taking hold of the telegraph and telephone from the very first and the whole of the post office management, and taking over practically the whole of our railways, and that has been of invaluable benefit to our people. Take the case of Melbourne, they let private companies start the telephone there. What was the result—they had to buy them out, and they paid dearly for it. So eventually we will pay for these cables. I contend that the people are not sorry that they have got the railway. In South Australia we have managed our railways so that for five or six years they have paid their way and more. When they are once under careful management they can be carried on so as to produce the most beneficial results. I should deeply deplore, in the interests of the colonies, if the day should come when we should hand over the management of the railway to a company; and I should greatly regret, if we should hand over this cable to a company, because in doing so, unmistakably there is only one result to follow and that will be monopoly. Although we are not in a position to say until the surveys are made whether the thing is going to be built at all, I do think it would be a wise thing for this conference to express its opinion that it should be built by the government in preference to a company. What will be the result? You call for offers to construct the line, what offers would you get? They must have so many thousand pounds guaranteed for so many years, and that will depend on the amount they charge for messages. If we allow a charge of 4s. a word, we will do it for a little less than if the charge is fixed at 3s., but at the end of the time, the company have a big monopoly and they can then charge what they like and make a fine thing out of it forever. In our colony we have had some experience in this direction. A company constructed a railway in our colony from Adelaide to Glenalg, 7 miles. It paid handsomely, but because they were making a little money out of it; another company made another line to the same spot, and the result was, a war of rates. The result was that the two companies found that they were cutting each other's throats, and they could not stand this much longer, so they put their heads together and amalgamated, and up go the prices, and we had to pay a higher price for going over the road than we ever did. You will have the same thing with the telegraph if you hand that cable over to a company. They will run along for a time at minimum rates, so long as the subsidies last; afterwards they will combine and put up the rates. It will be one of the saddest things if this line is not made by the government and kept under government control. There is not the slightest difficulty in the government working the cable in the joint interests of the colonies. It can be managed just as economically by the government as it could be by a private company. What do these companies organize for but to make money. They will issue a prospectus, form a company, and arrange for this work, and a percentage has got to be put down to pay the original men who started it. They get a certain number of shares free, and then their stock is watered. Who pays in the long run, but the people? Do you think you are getting it done cheaper in that way? You are getting it done in the dearest way. If this cable should be built by the governments, let the governments have full control of it, not simply for our own generation but for future generations.

Hon. Mr. SUTTOR.—Will Mr. Playford answer this question: He declined to vote upon a resolution I submitted myself that it is expedient to construct this cable, but he is now advocating the proposal to construct it by the governments. Is he speaking for himself or for his government? Is his government prepared to assist the other governments in the construction of this line?

Mr. PLAYFORD.—I told the conference that if this line was required for public and imperial purposes, our government will never in any way stand in the way. I am giving not only my own opinion but the opinion of my own government, and I believe of the majority of the people of South Australia. If the work is done at all it should be done as a government work.

Hon. Mr. SUTTOR.—Will they assist?

Hon. Mr. PLAYFORD.—They will as far as they ought.

Hon. Mr. SUTTOR.—Will they join in the construction of the work under Mr. Thynne's proposal?

Hon. Mr. PLAYFORD.—Yes, we will if due consideration is given to us with reference to the previous work carried out. We have built a certain amount of line which you should take into consideration, and we are quite willing if this cable across the Pacific is to be laid, to pay our share with the other colonies, fair allowance being made to us for what we have done.

Hon. Mr. FRASER.—I agree with a great deal, of what has been said by Mr. Playford on the advantage of government control in a matter of this kind. While I agree in every way, I think it would be better for Mr. Thynne not to press his motion just now. It is not the time to press the motion. As far as I know we will willingly pass the second resolution. If the first is not dealt with just now, I do not think it will do any harm at all. I left Victoria with the belief that it would be far better that a company should undertake it, but after thinking the matter over thoroughly, and discussing the matter here, I have altered my view. If a contractor makes 8 or 9 or 10 per cent out of it, he is entitled to it. I quite agree with what Mr. Playford has said, that it would be better to have this line constructed by the government, and when this comes to be carried out, it will probably be carried out under a commission, under which the governments would work. I do not think I am quite at liberty to express a definite opinion on this motion.

Hon. Mr. FOSTER.—I am inclined to think that we must be cautious in proceeding in the matter. Let us see just where we stand? We have already as a conference, decided that immediate steps should be taken looking to the construction of this cable. A good many of us, probably it is the feeling of the majority of this conference, believe that before we can go very much further, we ought to have a fair knowledge of what we are to meet. That is, that we ought to have a survey, and we want the British Government to undertake it and we, as colonies, pay our full share of the cost of the survey. Now has the time come when we either have the knowledge, so that we ought to lay down a hard and fast line upon which a cable shall be constructed? I think we are proceeding, may be in doing that, a little too rapidly. Are we far enough advanced to say, the proportion of costs that shall be assumed by the three component parts? We want to get the British Government to make the survey, and we ask them respectfully to help us in the cost of that. Are we not going a little too far when, before we have got even the survey, we lay down hard and fast lines upon which we can meet together to carry out this work? We do

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not know what may happen to reverse the idea of the different governments between this time and the time to come when we may undertake the construction of the work. It may be found to be impossible, for the information is not certain. I think the desirable thing for us as a conference, is to get the route thoroughly surveyed and find out what will be the cost that we shall have to meet. Is not then the time for us to consult together as to what means are best and wise for carrying that proposition out? I am inclined to think objections will be urged by the Imperial Government in becoming a partner in the working of the cable. There are a dozen different contingencies that may come up. Why should we bring up matters like this and proceed to a conclusion when we have divergent ideas upon a motion to be passed, a year or two before we can get down to the actual construction. My view would be that we should not proceed further with this motion, but that we should, and if we are agreed, have the survey made first, then we can consider and find out the wisest and best means to be adopted in order to carry it out. That would be my view. It is certainly hasty that we should lay down the principles now of what we should do. I am not prepared to say that the Canadian Government is ready to go into it as a government work or on a guaranteed interest on the capital or by way of subsidy. My own views have been changing some. I came to this conference with the idea that it would be better for the government to give a guaranteed interest on so much, and let private enterprise carry it out. My views have been somewhat modified in that respect, and I am still open to a conviction. I could not say at this moment what I think is best, but I am willing to say that my views are, that it should if reasonably possible be pushed rapidly towards conclusion; but under the circumstances, I cannot say whether it would be better to carry it on as a government work. As to that I am not sure.

Sir HENRY WRIXON.—I would suggest to Mr. Thynne as he has clearly given his views before the conference, perhaps he will not find it necessary to press the matter further. There is undoubtedly a great difference of opinion as to whether the government should undertake it or not, and an exceedingly knotty subject presents itself at this point. A number of us in Australia, have different views, and differ from the views of Mr. Playford. Just imagine for a moment what the condition of affairs in the United States would be if the government owned all the railways. It is a difficult question; there may be reasons in the case of a cable in the departure from that general view. It is a problem to solve, but it is unnecessary to solve it now, because it will be time enough to grapple with the actual difficulties when we come to them, and I hope Mr. Thynne will not find it necessary to press this matter to a vote.

Hon. Mr. FORREST.—Mr. Thynne knows what my views are with regard to government construction of works. My personal feeling is this: I object to government interference in such matters in any shape or form, as far as it can be avoided; but this is an exceptional case, and in this particular case it is not a question of one government, there are a number of governments; they will form a sort of joint stock company and keep each other in order. I got up, however, to express my great regret at the discordant note that we heard from Mr. Sutor, and I regret it more because he is one of my greatest friends here to-day. Mr. Sutor says I am quite sure my government will not agree to make this cable any other way than by a private company.

Hon. Mr. SUTTOR.—I am so instructed, so the sooner I say it perhaps, the better.

Hon. Mr. FORREST.—I do not see much good in going on if each government refuses to proceed unless it gets everything its own way.

Hon. Mr. FOSTER.—Then you have to pass no resolution ?

Hon. Mr. FORREST.—I see a good deal of force in what has fallen from Mr. Foster. I trust that in all matters of this sort the opinion of the majority will govern, and that whatever the majority agrees to will be carried out by everybody.

Mr. LEE SMITH.—My idea is that my government would exhaust every means before they would agree to it; but if the majority think this course should be pursued I shall at once cable and ask for instructions. I only say we should prefer the other way of carrying it out if possible.

Hon. Mr. FORREST.—With regard to Mr. Lee Smith, he was more moderate, he said his colony would not agree until a last resort.

Mr. LEE SMITH.—My government would go in for it if there was no other way of doing it, I am quite sure of that.

Hon. Mr. THYNNE.—The discussion on this subject has not been without some useful purpose. It is well for us to perceive at once that while we can pass general resolutions in favour of any particular object, that the moment we go to carry those resolutions into force we are met with difficulties, and a large number of us are not quite prepared to deal with them, or express a decided opinion. I think, in that respect alone, this resolution has done good work. This motion is the first attempt to take a definite practical step towards carrying out this cable. I may say, I do not look upon the request to the Imperial Government to make the survey as anything in the shape of a practical result from this conference, because that is a request that could be easily made without the necessity of a conference, it is one that has been already made, and the necessity of a survey is one of the things we must have anticipated would have taken place. If we express our desire to have a cable, it follows that we must have a survey, but the mere request to have a survey made for a cable line, I submit to this conference, is not an adequate result of our deliberations. I do not wish to press a motion, even if I was sure of having a majority. I should be unwilling to press a motion after the strong expressions that have been made, but I think it shows that we should be prepared to face these questions that are awkward, and deal with them as soon as we possibly can.

Mr. LEE SMITH.—And so we will.

Hon. Mr. THYNNE.—But as my honourable friend Mr. Forrest submits, we must be prepared to make concessions, even to the abandonment of our most cherished hopes. After the expression of opinion I beg, with the permission of the conference, to withdraw the motion.

Hon. Mr. FOSTER.—I beg leave to move :—

That the Imperial Government be respectfully requested to undertake at the earliest possible moment, and to prosecute with all possible speed, a thorough survey of the proposed cable route between Canada and Australia; the expense to be borne in equal proportion by Great Britain, Canada and the Australasian Colonies.

The PRESIDENT.—Is it understood that both Mr. Thynne's resolutions are withdrawn ? The first one only was before the conference.

Hon. Mr. THYNNE.—After hearing the motion which Mr. Foster proposes, and in view of the expressions of opinion by the conference, I think I should be quite prepared to withdraw my second motion.

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Hon. Mr. FORREST (To Mr. Foster).—Would not you say to Vancouver, in your motion?

Hon. Mr. FOSTER.—I thought we had better say Canada, because it might not go from Vancouver. There is an Island, and a City of Vancouver, and it might not go from either of those. That would leave it open to take the most available place.

Mr. LEE SMITH.—I object to that. I have no power to commit my government to such an expenditure as involved in that motion, that is, the partial cost of the survey. I will have to get instructions. Further, it is diametrically opposed to my own opinion, and also opposed to the motion I have put on the paper. If I agree to that, it simply means that I agree with the suggestion which has been made that this should be a government enterprise, and I do not agree to that in any way; therefore, I should not vote for the motion, but I should oppose it.

Sir HENRY WRIXON.—A survey is different from carrying out the work.

Mr. LEE SMITH.—It means this, that when you bring out your plans and specifications you have to abide by them. You put them before contractors, they will bring you to book, they will make their estimates based upon those surveys, and if there is anything wrong you will have all the loss that may be involved through any mistakes. That is a very serious commitment. It is one of the things I would not go into without having instructions from my government.

Hon. Mr. THYNNE.—Only a matter of about £30,000 amongst the whole of us.

Mr. LEE SMITH.—The way the British Government will do it will cost £50,000.

Hon. Mr. FRASER.—It is utterly impossible to do anything before the survey is made, and the survey cannot be made by contract. The survey must be made by the British Government; there is no other course. What a farce it would be to call for tenders for a survey.

Mr. LEE SMITH.—I do not say that. My motion says that offers be solicited for the completion of the cable according to the various routes proposed by this conference. You would find it surveyed. You would find offers to make the different routes within three months.

Hon. Mr. FRASER.—I only wish to say that we heartily endorse the motion, and that before anything can be done towards the construction or laying of the cable a survey has to be made. What has stood in our way for years past? What has stood in our way here except that there was no data to go upon? It is imperatively necessary that the survey should be made before the expiry of the five years that we are bound to the Eastern Extension.

Mr. LEE SMITH.—Offers have already been sent in.

Hon. Mr. FITZGERALD.—I would ask my friend Mr. Lee Smith if his government is really in earnest in their desire for this cable communication. If so, it is impossible that they can object to the terms of the resolution. The imperial representative, Lord Jersey, has been kind enough to say that it is not improbable that the British Government, notwithstanding we make this offer, will say: Oh well, we will make this survey ourselves. Therefore, it is on the cards, that New Zealand may not be called upon to pay a sixpence.

Mr. LEE SMITH.—I did not understand Lord Jersey to say so.

Lord JERSEY.—I did not say I was authorized to say it. I said they had survey vessels.



Hon. Mr. FITZGERALD.—I did not mean to bind Lord Jersey in any way, not having any direct authority. None of us think it is an improbable thing that the English Government may say, we will carry out this survey. Is this resolution any more than a practical confirmation of this, that, firstly, we desire that this survey should be carried out at the earliest possible moment, and is it not an intimation to the Imperial Government, now, you have no excuse, because the colonies and Canada, in a tri-partite arrangement, will contribute to the cost, therefore, go on with it. It will be a contract entered into between the three contracting parties, which will ensure the work being done in a speedy, practical, and efficient manner. If it is to be done as a government work alone we are not so sure that delays would not interpose. It will be done at the request of each of the three contracting parties. In that case we have reason to believe it will be done without delay. But, I apprehend, if any one of the colonies of Australia objected to this it would be very difficult indeed to satisfy the other colonies that the objecting colony was really in earnest on the subject, and it is with that view I would ask Mr. Smith not to interpose a discordant note. None of us are binding our colonies. We are all, I think, alive to the fact that we speak more or less with a knowledge of the surrounding circumstances at home, and we believe sincerely and thoroughly that the recommendations which we make on this subject to our governments will be not only agreeable to them, but will be readily adopted by the Parliament.

Mr. LEE SMITH.—Mr. President, after the appeal that has been made to me, and considering the fact that all the colonies agree to bear their proportion, and that that fact may have a great moral influence over the British Government, I think I will withdraw my objection. I shall be very glad to commit, so far as I can, my government to a proportion of the cost. At the same time, I would ask you to bear in mind that it is quite opposed to the motion which I have on the order paper. It would appear to be quite diametrically opposed to the method I have suggested as to the construction of the cable. If you go into the open market offers would be sent in within a very short time. I know there are two or three offers, already extant, to lay this cable, by different routes, and at much less than Mr. Sandford Fleming's own calculations. That shows that these people know all about that portion of the ocean. On the west coast of Africa they did not go to the enormous expense of a survey; they made an allowance for risks, and it has been proved, in the past, it has paid them to do so. The people know all about the Pacific. Before I left New Zealand I had an offer to make the cable. Within three months to my knowledge, you would have four offers.

The PRESIDENT.—This motion will be an indication to the home government, not only of the earnestness of the colonies to have this work prosecuted, but will show that they are prepared to put their hands in their pockets and pay a proportion of the expense, which I believe was not done at the conference of 1887. For some reason or other, there appears to have been influences at work, whether with the Admiralty or with the Colonial Office, wherever it may be, because this work was progressing, and was stopped. One reason given, incidentally, by Lord Jersey was, that they were not aware what route was to be taken, and therefore that it was not thought judicious or proper to go on expending money without knowing exactly where they were to go. If this resolution passes, as I have no doubt it will, from the opinions which have been expressed, it will be an evidence of the earnestness of the colonies. If I may be permitted to express an opinion on the

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motion moved by the Hon. Mr. Thynne, since it is a question I have studied somewhat, as a layman, and while I have been nearly all my life opposed to governments undertaking enterprises of any kind, such as the construction of railways, or working them themselves, or keeping them under their own jurisdiction and management, I have come to the conclusion that this is, as I first said, an exceptional work. I discussed this matter for some time with the Premier of New South Wales, and he, I know, took the same view Mr. Suttor did with reference to it as a government work. After considering it somewhat seriously, and for the reasons advanced so forcibly by Mr. Playford, any one who gives it attention and study will come to the conclusion that in a work of this magnitude, involving the interests of so many portions of the Empire, really the best way would be to have it undertaken by the governments themselves. I must confess I am not expressing the opinion of the Canadian Cabinet just now, but that would be the course I should pursue if I were discussing the question with any of the members of it. It is after a good deal of consideration, and a great deal of thought, I give this expression of opinion. I thought that my individual opinion, as you have all expressed yours, should be put upon record.

The motion was then put and carried.

Hon. Mr. FOSTER.—I wish to make a suggestion to meet what was stated by Lord Jersey. When we go to the British Government with our plea now will there not still be that indefiniteness? They will say, "There is the whole floor of the Pacific, where do you want us to steer our ships?" Is it not possible for gentlemen who have paid a great deal of attention to the matter, and who are at the conference, to indicate somewhere near the route that is thought preferable? My own view is, as a layman, I give it for what it is worth, and it is this:—I am looking for commercial interests in this cable, as well as others, and I think it ought to touch at Honolulu. If we can, by any possibility, lay out a sort of area, somewhat circumscribed, that will prevent them travelling over the whole ocean from the Arctic to the Antarctic circle, we should do so. That is for gentlemen who have studied this cable matter more than I have, and who might indicate somewhere near the route to be surveyed.

### CABLE EXTENSION TO THE CAPE.

It was moved by Sir Charles Mills:

"That it is for the interest of the Empire that, in case of the construction of a cable between Canada and Australasia, such cable should be extended from Australasia to the Cape of Good Hope; and that for that purpose arrangements should be made between the Imperial and South African Governments for a survey of the latter route."

Sir HENRY DE VILLIERS.—I have much pleasure in seconding this resolution, and am glad that my colleague had adopted my suggestion to withdraw the motion first proposed by him, for it is certainly advisable to keep the route from Australia to the Cape separate from the route between Canada and Australia. We are to some extent ripe for decision in regard to the route from Canada to Australia, but we are not ripe for a decision in regard to the other route. I think we are all agreed that it will be in the interests of the Empire that this cable should be constructed, because the present cable does not pass entirely through British soil, at many points it touches foreign territory, and in case of war it is quite possible that this cable might not be available for imperial purposes.

I think, therefore, that in case the cable is constructed from Canada to Australia, it would be for the interest of the Empire that that cable should be extended on to the Cape of Good Hope. It would be valuable, not only for defensive purposes, but also as a means of reducing the enormous rates which are at present charged by the Eastern Extension Company. Originally it was 10 shillings, it has been reduced to eight and sixpence, but I think everybody will agree that this is an extravagant charge. I have no doubt whatever that in case this is carried out, and this cable is laid to Australia it will ultimately end in the cable being extended to the Cape of Good Hope. This motion commits no Australian, Canadian, or even the Imperial Government to anything at present, but it will be a matter for further communication between the Imperial Government and the South African Government as to the expenditure for the survey of that route.

The motion was submitted to the conference and carried.

The PRESIDENT.—Speaking of confidential communications, I find this in the report of the Colonial Conference, under date of April 7th, 1887: "The discussion "at the meeting of this day was of an entirely confidential character."

Hon. Mr. FOSTER.—But there is a record of it, though it is not printed. That is what I contend for, that we must keep a record somewhere.

Sir HENRY WRIXON.—I do not think the conference will have any objection to the motion which I wish to make. It has been hitherto found to be the case, and I think it will occur again, that after this conference closes there will be nobody to carry on the continuity of the business. The whole thing is apt to lapse and disappear until the next conference, unless some one takes it in hand to carry on the technical, practical business. I think we should pass a short resolution designating some one to act in questions of practical detail with regard to what we have done, to communicate with the different governments, the governments of the Australian colonies, and if necessary the Cape and the Canadian Government, to form a sort of link of communication between them with regard to the after matters which will necessarily arise from what we have done. If we are to have any one it should be Mr. Sandford Fleming who has shown a life long devotion to this subject, and who is so intimate with it. I thought of moving this, by consent; "That Mr. Sandford Fleming be requested to attend to questions of practical detail arising from the proposed cable between Canada and Australia, and to communicate with the various governments concerned." It is merely ministerial, so that there may be some person who will interchange communications and keep the thing from expiring before the next conference.

Hon. Mr. FOSTER.—How far do you mean that to go? Do you mean that the views which we have expressed by resolution shall be presented to the Imperial Government and to the other governments by Mr. Fleming?

Sir HENRY WRIXON.—Oh no, but as to what arises hereafter. There may be letters. Who will get them? There will be letters in reference to what is proposed, letters in reference to the surveys, and there will be practical questions arise which somebody must attend to, or else there will be a perfect blank.

Hon. Mr. PLAYFORD.—That person ought to be a member of a government.

Hon. Mr. FOSTER.—Do you mean as to consultation? I suppose some short method will have to be adopted by which the views of the conference will be brought at once to the notice of the parties interested, for instance, the British

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Government for one. Then, if certain points arise as to details as regards the cable, Mr. Fleming could attend to those. I wish to see the prosecution of the work. For instance, we have passed a resolution. That will lie as dead as a door nail, unless somebody takes it up. Somebody must look after that. Who shall that somebody be? It is an entirely diplomatic piece of business, and that must be in the hands of the government.

Hon. Mr. THYNNE.—Yes.

Sir HENRY WRIXON.—Of course any matter of detail would be confided to Mr. Fleming, but there is a good deal of ministerial work to be done, if we are to keep the matter alive.

Lord JERSEY.—Could it not be done by asking questions of the different governments in their respective Parliaments?

Sir HENRY WRIXON.—Perhaps the Chairman will accept that responsibility.

The PRESIDENT.—I will accept that responsibility as long as I remain a member of the government. In all matters affecting this cable, I shall avail myself of the practical knowledge of Mr. Fleming in connection with it, and I should carry out, practically, what my friend wants done, and that is, that Mr. Fleming, who has given, as he says, a life-long study to this question will have all the practical details of the work. If correspondence came from England to our government, from the fact that I have the honour to be president of this conference, I should at once consult Mr. Fleming, and say such and such a thing was wanted, please do it. That is what I think you intend.

Sir HENRY WRIXON.—Certainly.

Mr. FLEMING.—I need not say I am pleased to be of any assistance either way. My only purpose is to see the views of the conference carried out.

Hon. Mr. FRASER.—Some such motion is necessary to keep life in the matter.

Hon. Mr. SUTTOR.—Oh, no.

The PRESIDENT.—If you leave the matter with me it will not die, if there is any possibility of keeping it alive.

Sir HENRY WRIXON.—Then I will withdraw my motion. I am sure we will leave it in good hands, but our previous conferences have come to so little.

Mr. FOSTER.—I think it is a point that must be clearly understood before we adjourn. For instance, here is a very important matter with regard to the motion you have made. We ought to have the Act passed by the British Parliament before that Parliament rises this year, or otherwise we will be kept over a whole year before we know whether we will be able to make any arrangements between ourselves. That resolution ought to be put immediately before Lord Rosebery, or before his government, with a request that they consider it, and if they are going to act upon it, that they pass the legislation which is necessary this session, in reference to giving Australia the power to make arrangements with the others.

Sir HENRY WRIXON.—In 1887 all the colonies concluded that there should be a survey made, and once the conference dissolved there was nothing done.

Hon. Mr. PLAYFORD.—The conference never even said who should make the survey.

Sir HENRY WRIXON.—They made the request to the Admiralty.

Hon. Mr. FORREST.—Oh, no.

Hon. Mr. PLAYFORD.—It was only a sort of understood thing.

### THE CALLING FOR CABLE TENDERS.

The PRESIDENT.—Gentlemen, if this matter is understood, we will pass on to the next, which is the motion of Mr. Lee Smith.

Mr. LEE SMITH.—If you will allow me to remind you, sir, I have given notice of four motions this morning, and there have been a number of other motions sandwiched in between them. I thought probably the usual course was to let the motions come on according to priority of notice. However, sir, in moving the resolution which I have submitted, which is as follows:—

(1.) “That, in the opinion of this conference, the most speedy and effective manner in which direct cable communication between Canada and Australasia could be established, would be by inviting offers to carry out the work under conditions to be hereafter decided upon.”

(2.) “That with a view to this end the Canadian Government be requested to solicit offers of plans, specifications and terms for alternative lines as indicated by the several proposals submitted to this conference.”

(3.) “That any tenders received be submitted for the consideration of the several colonies interested, and that any expenses incurred be paid by the said colonies jointly, according to their population.”

(4.) “That in the event of the proposals not being satisfactory, the several governments take steps to carry out the undertaking as a national work.”

I may say at once, that after the motions which have been recently moved and carried with regard to the advisability of obtaining a survey at the joint cost of Her Majesty's Government, and the Australian Colonies, and Canada, I have not the least idea I shall carry my motion; but, so convinced am I that the motions you have carried will result in nothing but delay, similar to that which has taken place since 1887, that I feel justified in putting this resolution before the meeting for the purpose of putting on record the objection which I have taken to that method of procedure. However, to be in harmony with other gentlemen, and with other colonies, I have agreed to that proposition, although I do not think it will result in any practical work being done in the direction we all wish. I will not take up the time of the conference longer, I have already enlarged very considerably upon the question. The survey will be put off, and put off, and I am perfectly certain that in three years we shall be no further advanced than at the present day. I will do no more, sir, than put before the meeting these propositions, and ask the opinion of the conference upon them, so that I shall have, as I said before, my objections upon record. Two things may occur. First of all, it may be that if these proposals are rejected it may spur on the British Government to do something. They may say one colony brought before the conference the advisability of doing this by contract, we will not allow that, we will do it ourselves. On the other hand, if the British Government do not consider this favourably, and do not do anything, as I do not think they will, then you have this position to fall back upon. However, it will be on record that one colony has indicated the method in which we ought to do this work. I will move the four en bloc.

Hon. Mr. FITZGERALD.—I hope the mover of these resolutions will stand alone.

Mr. LEE SMITH.—I merely do it in order to put on record my objection.

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Hon. Mr. PLAYFORD.—I will second it for the sake of having it before the conference.

Hon. Mr. FITZGERALD.—Though the reasons given by Mr. Lee Smith may be satisfactory to himself, I think they are by no means complimentary to the Imperial Government, nor do I think the circumstances warrant our at all even insinuating the want of confidence which these resolutions impute.

Mr. LEE SMITH.—I did not refer to tenders; I referred to the work.

Hon. Mr. FITZGERALD.—But we have not agreed to do anything more than make a survey at present.

Hon. F. B. SUTTON.—I would suggest to my friend Mr. Lee Smith to withdraw his motion, rather than allow it to be negatived. We have not negatived anything yet.

Hon. Mr. FOSTER.—You will get your protest in all the same.

Sir HENRY WRIXON.—He has suggested that the work should be done by private enterprise, as far as possible. Generally, I agree with that, though I doubt if you will get it to work. The contrary view has been put forward here, and withdrawn, on the ground that it was not desirable for us to enter into that question either way. The motion was made, and withdrawn by Mr. Thynne, on the ground that we ought not to deal with it either way. Therefore, I think, Mr. Lee Smith may, for the same reasons, withdraw his motion.

Mr. LEE SMITH.—I am in a rather peculiar position. There have been surprise motions disposed of before mine, and honourable gentlemen have committed themselves, therefore they cannot discuss the matter from my point of view. I have already given way once, therefore I think I must stand by the motions which I have made. I should like to have these motions recorded, even though I stand alone. It is no insult to the British Government to say there has been delay. Seven years ago we were told that the work would be proceeded with. What has been done? Would it not be a monstrous thing to come this whole distance, at great inconvenience and expense, with the object of advancing the interests of our colonies, and go away, and have no prospect that any result will follow. what we have done?

Mr. FLEMING.—I think if this passes it will lead to very important results. I think it would show that we would not receive from any company satisfactory tenders, and, therefore, leave the project of the Pacific cable to be carried out as a national work. I think that is the important result we would reach, and that we would save time by it, because if there be a future conference, two or three years hence, after surveys have been made, they will probably decide to call for tenders. I am perfectly satisfied, in my own mind, that the work is practicable whichever route is taken.

The motion was put to the conference, and declared lost.

### DEFINING THE WORD "AUSTRALASIAN."

The PRESIDENT.—Mr. Smith gives notice of the following motion:—

That if the words "Australasian Colonies" be used in any motions or amendments that may be brought before this conference they shall mean the colonies of Australasia and the colony of New Zealand.

Mr. LEE SMITH.—It is not necessary for me to go further into the question; it is merely for the purpose of distinguishing New Zealand from Australia or the Australian Colonies.

Hon. Mr. FITZGERALD.—What about the object of the last words in it; the others are not objectionable?

Mr. LEE SMITH.—Those were suggested by Mr. Suttor, in order to not commit any one to any particular route.

Hon. Mr. SUTTOR.—I rather argued that if we inserted the words "New Zealand" we might be considered as binding ourselves to go *viâ* New Zealand, in the event of the cable being constructed. That is the suggestion I made.

The motion was carried.

Hon. Mr. FORREST.—I believe that what we have now done has got us back to the very position to which Mr. Suttor and the rest of us objected.

The Conference adjourned at 6 p.m.

DOUGLAS STEWART,

J. LAMBERT PAYNE,

*Joint Secretaries of the Conference.*

# Colonial Conference.

OFFICE OF THE MINISTER OF TRADE AND COMMERCE.

OTTAWA, 5TH JULY, 1894.

The conference resumed at 10 a.m.

The following representatives were present :—

- The Imperial Government— { THE RIGHT HON. THE EARL OF JERSEY, P.C.,  
G.C.M.G.
- Canada—HON. MACKENZIE BOWELL, P.C.  
HON. SIR ADOLPHE CARON, P.C., K.C.M.G.  
SANDFORD FLEMING, Esq., C.M.G.
- Tasmania—HON. NICHOLAS FITZGERALD.
- New South Wales—HON. F. B. SUTTON, M.L.A.
- Cape Colony—SIR HENRY DE VILLIERS, K.C.M.G.  
SIR CHARLES MILLS, K.C.M.G., C.B.
- South Australia—HON. THOMAS PLAYFORD.
- New Zealand—ALFRED LEE SMITH, Esq.
- Victoria—SIR HENRY WRIXON, K.C.M.G., Q.C.  
HON. NICHOLAS FITZGERALD, M.L.C.  
HON. SIMON FRASER, M.L.C.
- Queensland—HON. A. J. THYNNE, M.L.C.  
HON. WILLIAM FORREST, M.L.C.

## THE PACIFIC CABLE.

HON. NICHOLAS FITZGERALD.—I beg to move :—

That in the opinion of this conference immediate steps should be taken for the construction of the cable from Australia to Canada as far as the colony of Fiji, to which place the survey is already completed, on a tri-partite arrangement between Great Britain and Canada and the Australasian Colonies.

Mr. Chairman, I do not intend to re-open the question of the cable; but it appears to me very important that we should take some decided steps to prove our earnestness on the subject. I feel the force of the observation made by Mr. Lee Smith yesterday, that this was simply an abstract resolution, and that it was necessary on such important questions to take some definite action showing our sincerity; otherwise the effect which this conference would produce on the public mind would be lessened. I was forcibly impressed in considering this; I observe that the line to Fiji has already been surveyed. Now, the difficulty which we saw staring us with regard to any recommendations on the extended line to Vancouver is removed as far as the colony of Fiji is concerned. The connection between it and Australia will be the first link in the chain, should any cable ever be laid between the two great dependencies. No matter what part of Australasia the communication will extend from, without doubt the connection with Fiji must be the first link, and that being the case, if we are all agreed, as I am sure we are, as to the absolute importance, for the reasons stated, of the establishment of this cable between the two dependencies, it appears to me the



survey being completed there, that we ought to prove that earnestness by agreeing that the construction of the cable connecting Fiji with some part of the Australasian Colonies should at once be proceeded with. Then, we will thereby ascertain whether Her Majesty's Government will consent to bear a share of the cost of such first link. There will be no necessity of doubt as to the other governments, England being the only party to this proposed arrangement about whose opinion we are uncertain. We have the assurance of Canada, and we have the assurance of all the delegates from Australasia; and the sooner the better for us to be certain whether Her Majesty's Government are willing to join with the other dependencies. The difficulty of survey does not exist with regard to this link. If it be constructed it must be with a guarantee that continuation, after survey is completed, will be made on the same line according to like arrangement from Fiji to Canada as early as possible. It gives this conference an opportunity of doing substantial work, in this regard; and removes the necessity for further negotiations as to the advantage that cable would be; this would be admitted by the construction of the first link. The arrangements for the total cost will be established by the arrangement for the first portion of the line; and if it is assured to us that there will be no further delay in the completion of the survey onward, the realization of our hopes may be within a definite period. I will not occupy time by saying more. I will conclude by moving that in the opinion of this conference immediate steps should be taken for the construction of the cable from Australia to Canada as far as the colony of Fiji, to which place the survey is already completed, on a tri-partite arrangement between Great Britain, Canada, and the Australasian Colonies.

Hon. Mr. THYNNE.—In seconding that motion, I wish to say that I entirely concur with what the mover has just stated; and I think it is a great pity if we content ourselves with the passing of a mere abstract resolution on the subject.

Lord JERSEY.—This is rather prejudging the whole question, is it not? It is assuming that it will be possible to lay a cable from Vancouver to Australia. It was pointed out that it was impossible to decide that question until a survey had been made. I have no authority to speak for the British Government on this matter. This may be called a link in the chain, but supposing it was found impossible for certain reasons to lay the cable from Vancouver to Fiji, Canada and the Imperial Government would be committed to a cable line which would only be of a small character and not the complete cable line desired.

Hon. Mr. PLAYFORD.—Until the rest of the line was completed, it would be utterly useless as a line.

Mr. LEE SMITH.—I am very much pleased that Mr. Fitzgerald and other gentlemen appear to think differently from what they did last evening, when they regarded the passing of the abstract resolution as a conclusive summing up, so to speak, of our duties with regard to this cable. As you all know, I take a very different view, and I think that even the proposition which Mr. Fitzgerald is now putting before the conference is not sufficient; because, sir, if you look back to the 1887 Conference, and remember what took place after that conference, you will find that what we have done yesterday and what we are proposing to do to-day is nothing like sufficient to induce the British Government to take the steps necessary to carry out this object, unless they have very materially altered their minds; because on the recommendations which were sent after the 1887 Conference to the British Government it was found the answer was this, that there was no prospect—at least I believe it was so—that there was no prospect of

## Colonial Conference.

sufficient funds being available on the part of the several colonies concerned to carry out the work. They said it would not be justifiable on the part of the British Government to go to any material expenditure in carrying out surveys, but they promised, in a general way, that they would use opportunities from time to time to make surveys, but it has been done in a very fragmentary manner. Now, sir, I think that unless we are prepared here to give the British Government, through Lord Jersey, an assurance that we want this cable, and are prepared to put our hands into our pockets beyond the mere provisional initial cost of survey, the British Government will very fairly say in reply, "Gentlemen, you are aware that we must make you the same reply as we made before, and we must consider what position we shall be in." I believe, sir, you want to go very much beyond what we have done. We want to pass some kind of concrete resolution that we will recommend our governments to provide so much money in some form or another, preferable by way of guarantee, in order that this work will be carried out. Then Lord Jersey will go home and he can say: "I have attended this conference, and I find not only by the remarks they have made, but by the resolutions which they have carried that they are prepared to find this money and will pay their part;" and then the British Government, as I said before, will see that we are in earnest; and then I have no doubt if they will ever do anything at all in this matter, they will do it. I do not think it is probable that any practical result will arise even though the action of yesterday has been, I must admit, somewhat strengthened by the arguments and proposal which Mr. Fitzgerald has brought before us. I still adhere to the opinion which I expressed yesterday, that as an alternative to the Government's refusal to do anything we should take some steps to get tenders from some companies. Now, what do we now find? That the whole of that portion of the Pacific Ocean from Australia proper up to the equator and through which the cable might by any chance go, is surveyed. Take Samoa, Fiji, Sydney, Bundaburg, or the north of New Zealand; in any one of these alternative routes there is sufficient information before us now to justify the laying of the cable; and therefore the British Government might say "Well, gentlemen, you have got the most material portion of the Pacific Ocean surveyed already; it is on record; there it is; why do you not do something with that?" I do hope that the conference will yet reconsider this matter and do something in a definite and concrete form.

Hon. Mr. FOSTER.—I supposed the result of yesterday's discussion and the resolutions that we passed had definitely finished the matter of the cable. Now, let us just see what we did yesterday. We had a thorough discussion of the whole matter; we came to the conclusion that we were not prepared as a conference, or the governments which we represent were not prepared, to undertake the raising of the money for the construction of the cable on an uncertain ground; that we had no survey, and that until the survey was made, and we could have a definite basis so as to see what the amount of cost would be, it was impossible for us to enter into the liabilities which would be comprehended in the construction of the cable. We came to our conclusions; but while we passed one resolution affirming the desirability of an immediate construction of a cable, by the word "immediate" we of course meant that steps be immediately taken in the line of the previous resolution, which showed the spirit of the conference with reference to the project, viz.; that it be a reasonable project, that the cost be not too great, and that there is a possibility of its being constructed so far as the survey would give the results as to the ocean bottom. Then we went still further; as a test of our *bona fides*

in the arrangement, we agreed we would work for that survey, and agreed to provide for our share of the expenses of that survey. Now, sir, after that is done, this morning a resolution is placed before conference for the purpose of testing the *bona fides* of the members of this conference as to whether they meant anything by their resolutions passed yesterday; and it is stated that that *bona fides* will be shown if Canada and Great Britain are willing to put their hands into their pockets and build a piece of the cable between New Zealand and Fiji. Now I hold—and I wish to make that representation as strong as possible—that this resolution is not necessary in order to test the *bona fides* of the conference so far as the cable is concerned; but I want to ask you what position it will put the Canadian Government in? The only basis we have for going down to Parliament and asking them to put money in our hands is that there shall be a certain connection between Australia and this country; that is all. And if we go down with the proposition of a complete cable on a certain and definite basis, affirming the possibility of the construction of that cable, affirming on a fair basis the amount that would have to be expended, and consequently the liability of Canada as far as that cable is concerned, we will then have to press the matter with our united strength upon our Parliament in order to get the money which is necessary from considerations which I stated yesterday. But, sir, what position would the Government of Canada be in to go down next week to the Parliament of Canada, and ask them to make an appropriation for defraying one third of the cost of the cable between New Zealand and Fiji? The Parliament of Canada would immediately ask the Government, what benefit would Canada get from that? Will it ever be built beyond Fiji? Can it be built beyond Fiji? What will be the cost of building it beyond Fiji to Vancouver, and consequently what liability shall we be under? But to ask the Parliament of Canada to vote a sum of money either a third or any other sum, to build a cable between New Zealand and Fiji without being able to tell them what would be their portion of the liability for a completed cable, without being able to tell them whether a completed cable could ever be made or not, without being able to tell them one thing as to their liability on that point, would place the Government of Canada in an awkward position. If this resolution were passed, and if you asked the Government of Canada to take that position, instead of hastening the operation of the construction of the cable, to my mind it would not tend in that direction, but would tend in the other direction. You may depend upon it that there is such a thing as hastening slowly; and in this respect I do not think that it will make matters better to hasten too rapidly. I believe we have gone as far as we unitedly can in this conference on the matter; I believe we are thoroughly in earnest; I do not think it requires any resolution to test the *bona fides* of this conference, certainly not of the Canadian delegates to this resolution, and I think we have gone just as far as we possibly can without a disagreement. We are united; we have taken a step; we have taken a step and an earnest step. Let us see the result of that, and then we will be prepared to confer as to what shall be done after that. I want the delegates to this conference just to consider the one point I have made, as to what would be the position of the Government of Canada coming down to Parliament and asking for a contribution to build a cable from New Zealand to Fiji without being able to tell them whether it should ever be completed to Canada or the amount of cost it would take to complete it to Canada.

Hon. Mr. FORREST.—There is a great deal, no doubt, in what has fallen from Mr. Foster, but it occurred to me while he was talking that there might be a way of relieving his government of the difficulty to which he has referred in the motion. And it would

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be this. I think it might be arranged, in the event of its being found after survey that it would be utterly impossible to continue the cable to Canada, that the Australian governments would bear all the cost of the cable. It would be understood that Canada only entered into the arrangement on condition of its being continued to Vancouver.

Hon. Mr. FITZGERALD.—It would be a condition of the agreement.

Hon. Mr. FORREST.—Yes, a part of the agreement ; and by agreeing to the motion of Mr. Fitzgerald we would show the world we were in earnest about the matter and meant to build the cable, and thereby prevent anybody else undertaking it.

Hon. Mr. FITZGERALD.—And not leave any suspicion as to the earnestness.

Hon. Mr. FORREST.—No, we do not doubt for a moment the *bona fides* of anyone here. I am not prepared very well to speak on the point, because I just heard about it now ; but I would just like to explain to the conference how this matter has presented itself to my mind. I do not think for one moment there is the slightest possibility of a survey showing that a cable cannot be laid ; that never occurred to me. The great object of a survey is to find the best route, but to contemplate for one moment that the result of a survey would be to show that a cable cannot be laid is one I cannot understand. Therefore, I think this motion is really worthy of very serious consideration ; and, without putting it in a more definite form, I think I have shown a way whereby Canada would be relieved of complications under certain conditions.

Lord JERSEY.—I must remind the honourable gentleman that exactly the same questions would be asked in England.

Hon. Mr. FITZGERALD.—Fiji is a colony of the Empire.

Lord JERSEY.—But this cable is put forward as a great international undertaking between Canada and Australia as a whole, not as a piece-meal cable. Mr. Foster has put the matter so well and so tersely that I will only say that I feel quite sure the same difficulty will present itself to the Government at home as presents itself to Mr. Foster as a Minister of the Canadian Government.

Hon. Mr. PLAYFORD.—All I wish to say is this, that if this resolution is passed, supposing South Australia, which I represent, was desirous that no cable under any circumstances should be laid down, I think the best way to accomplish that object would be for me to vote for the motion that is now proposed, because then we would see plain enough that we would have Canada and Great Britain and some of the Australian Colonies all at loggerheads pretty quickly over this proposal. My own idea is that which has been expressed by the representatives of Canada and Great Britain, that those two countries will say unmistakably that until we know what the cost of this line is, even supposing the surveys are favourable, until we know what the cost of the line is beyond Fiji to connect it with Canada, we cannot go to Parliament and ask Parliament for a large sum of money to make a section of the line, because questions will be put in a most pertinent manner by the practical men in our Parliaments, What is it going to cost beyond Fiji ? You have passed a resolution that you want a survey ; what do you want a survey for ? To ascertain what the line will cost. You must first make the survey and ascertain what the cost will be. "Do not buy a pig in a poke, and spend a lot of money, and then find you cannot complete the line," will be the line of argument taken. They will never agree to it. If this work is required for imperial purposes, South Australia has no desire to oppose it whatever. If I was credited with having a

desire of thwarting this cable, I could do nothing better calculated to further that design than to vote for this motion.

HON. MR. FITZGERALD.—I think a great many of the objections are easily refuted, but I do not intend to continue the discussion. Mr. Foster representing Canada, his colleagues evidently assenting, not having spoken to it, and Canada being a party to the tri-partite arrangement there referred to, Mr. Foster representing Canada, stating that it would be impossible to press the Australian views against the united objections of the Imperial Government and the Government of Canada, I have no desire to press my motion. I only speak on behalf of the colonies of Queensland and Victoria; my friend from New South Wales has not spoken. I therefore beg to withdraw this motion.

The motion was withdrawn by leave of the conference.

### THE COLONY OF NATAL.

The PRESIDENT.—I desire, in order that it may appear on the record, to read a letter received by our Premier, from Sir John Robinson, the Prime Minister of Natal:—

PIETERMARTZBURU, 19th May, 1894.

SIR,—I have the honour to acknowledge the receipt, through the Agent General of this colony, Mr. Walter Peace, of a letter addressed to him by His Excellency the High Commissioner for Canada, Sir Charles Tupper, intimating that he had received a telegram from Canada requesting him, on behalf of your government, to invite the government of Natal to be represented at the Inter-colonial Conference to be held at Ottawa, in June next.

In thanking you most cordially in the name of this government for your courteous invitation, I beg to assure you that it would have afforded this government sincere satisfaction to take part in the proposed conference, called as it has been to discuss questions of high importance to both the colonies and the mother country, and tending as it must tend, to knit together by ties of closer acquaintanceship, personal conference, and, possibly, common action, the colonial communities of the Empire. Although, however, the understood objects of the conference have the full sympathy of this government, it has, with much regret, been found impossible under existing circumstances, and within the time available, to send a representative or representatives; Parliament being now in session and both ministers and members being engaged in legislative business of great importance, consequent upon the recent establishment of self-government here.

I need hardly add that the proceedings of the conference will be followed here with keen interest, and that we trust the movement will be attended by full and far reaching success.

I have the honour to be, sir,

Your obedient servant,

(Signed) JOHN ROBINSON,  
Prime Minister.

The Honourable

Sir JOHN S. D. THOMPSON, K.C.M.G., Q.C., &c., &c.,  
Premier for Canada.

### TRADE WITHIN THE EMPIRE.

The PRESIDENT.—The business on the paper is the motion of Mr. Foster, as follows

“*Whereas*: The stability and progress of the British Empire can be best assured by drawing continually closer the bands that unite the colonies with the mother country, and by the continuous growth of a practical sympathy and co-operation in all that pertains to the common welfare;

*And whereas*: This co-operation and unity can in no way be more effectually promoted than by the cultivation and extension of the mutual and profitable interchange of their products;

*Therefore resolved*: That this conference records its belief in the advisability and practical possibility of a customs arrangement between Great Britain and her colonies by which trade within the Empire may be placed on a more favourable footing than that which is carried on with foreign countries;

*And further resolved*: That pending the assent of the mother country to such an arrangement, in which she shall be included, it is desirable that the colonies of Great Britain, or such of them as may be disposed to accede to this view, take immediate steps to place each other's products on a more favoured customs basis than is accorded to the like products of foreign countries.”

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Hon. Mr. FOSTER.—In rising to move the resolution of which I gave notice, I want, in the first place, to say two things, viz., first, that I do not propose to make an extended speech in connection with the matter ; in the second place, I have, from the busy nature of these days, and my own inability to accomplish much work, been unable to give any particular research in the way of collecting and presenting material. I am, therefore, going to deal altogether with general principles, and I do not propose to bring forward any mass of statistics in furtherance of the proposals which may be advanced. That could be done, but I shall not present them at the present time. Moreover, I think it better, in dealing with this question to confine myself to the general principles underlying it. The first part of the preamble, I imagine, will find no dissentient voice. As representing colonies of the Great British Empire, we are undoubtedly, all of us, deeply interested in the stability and progress of that Empire. If there is one object dear to us as public men, or as citizens of our respective colonies, I think it is that the Empire of which we form a part shall enter no period of decline ; that the glorious past which has been hers shall not be eclipsed by an old age of decrepitude and decadence, but that her mature old life, going out into the members of the body, scattered over different parts of the earth, may continually renew itself, and that the Empire, as a whole, may go on in an increasing ratio of progress, of influence, and of prosperity. That requires no argument. That is simply the one feeling which dominates, I believe, public men and citizens in the different colonies of the Empire. There is another thing which we may also agree upon. That is, the fact that the progress and stability of the Empire is to be assured by the unity of its different parts, and by the sympathetic co-operation which exists, or shall exist, between the head and the different members of the great British Empire. Fortunately, our past history, and the history of the last twenty-five years, not far removed from us, is bright, when it is looked at as illustrative of that. The feeling which more or less prevailed twenty-five years ago, and even less, that the colonies were a drag upon the mother country, and that it might be well if connections were cut, and the bonds that had kept them together were loosened for ever,—that opinion, strong as it was twenty-five years ago, or less, has been decreasing, and to-day no influential or considerable body of men in Great Britain can be found who advocate other than the closest possible relations between Great Britain and her outlying colonies and dependencies. But, the unity of the Empire depends very much upon the amount of co-operation, actual, sympathetic co-operation, that takes place between its different members. It is to this point that I wish more particularly to draw the attention of the conference. It is contained in the second part of the preamble which affirms that this co-operation and unity can in no way be more effectually promoted than by the cultivation and extension of the mutual and profitable interchange of their products. The flag is a bond without doubt from what it typifies, the Queen is a bond because of her position, because also of her estimable qualities, because she has lived the whole life of the present, and almost of a past generation, and because the feeling or the sentiments which exist towards a ruler, are made stronger and deeper because of the affections which centre about her personally, considered as the Queen of our great Dominions. The constitution of Great Britain, wide and elastic as it is, is a bond ; the institutions which, in common with the mother country we possess are bonds, on account of their strength, on account of their freedom, on account of their beneficent character. The army and navy, which embody the defence

of the Empire, both at home, at its heart and centre, and in its outlying parts is also a bond of unity, and a bond of strength ; but underneath all this there is one thing which is stronger, in its way, than any other, and which is, to my mind, essentially necessary in order that that unity shall be preserved between parts of an Empire so far removed from each other, and, in some respects, with such divergent interests. I refer, gentlemen, to the common blood of trade and commerce which flows from the heart of the Empire out into the limbs of the dependencies, and back again with its strength, and vivifying influence, to the heart of the Empire. Trade and commerce carry with them knowledge and sympathy. It is impossible for the commercial community of Great Britain to have to do with the commercial interests, with the trade interests of any country, especially with the trade interests of the parts of the Empire, without getting a large knowledge of the resources, the capabilities of these different parts, and without, having bound up with that a material, and if you wish, a selfish interest, and the powerful and common bonds of a material and social interest are continually forwarded, continually widened, and continually strengthened. And, this is, to my mind, the guarantee of the future unity, the future stability, and the future prosperity of the Great British Empire. If we believe that, the question arises next as to how this commerce and trade between the different parts of the Empire may be placed on the widest, and most satisfactory basis. I believe that it can be done by some such arrangement as is hinted at in the resolutions which follow the preamble about which I have been for the moment speaking. Who doubts for a single moment that if Great Britain and her colonies could be formed into a commercial union, whereby the trade between the different parts of the Empire would have a more favoured position than outside, or foreign trade, who doubts but that immense benefits would immediately accrue to the Empire as a whole? What would it mean? It would mean, in the first place, that the energy, the genius, the strength, the power, the research of the commercial communities of Great Britain would be directed more and more to her colonial possessions, and that whatever there was of advantage in the direction of these forces and these powers towards the development of the colonies, would immediately have its result in the growth and progress of these colonies. What an impetus would be given to immigration if, for all practical trade purposes the British Empire were one, and whenever a man left Great Britain he would feel that in making his choice there were two things to be considered ; one, to go under a foreign flag and engage in an industrial or commercial life which had not the advantage that it otherwise might have ; the other, to remain under the same institutions, the same flag, and when he came to think of his material and commercial interests, to feel that he was placing himself in a better position by means of a favoured customs or trade arrangement. Often, when the emigrant leaves Great Britain, the tuggings of the flag, the tuggings of his nationality, the drawings of the institutions under which he has grown up, and to which he is accustomed, pull at him in one way, but, in the other, there pulls at him the idea of a larger material consideration and benefit which he may get ; but, how that would be lessened, how the force of it would be found with the other forces I have spoken of, if he knew that when he left Great Britain, and went to a colony, he remained under the same flag, the same institutions, had practically, the same guarantee of his freedom and rights, but more than that, that he was engaging in an industry and a commerce which had the most favoured place with Great Britain, and which would consequently, conduce in the best way to his material benefit. Therefore, I say that

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an impetus would at once be given to immigration, and, what is it that these great colonies want? Look at Canada, look at Australia on the map, look at the stretches of South West, and Central Africa. What is it that is needed? Is it fertility of soil, is it wealth of resources? Is it the wealth which is in the soil, in the sea, or in the forest? None of these things. What is needed is population,—the Anglo-Saxon, the British emigrant settling there and developing the rich resources of this country, making a population which is productive, and which consequently leads to progress and strength. That is what these colonies want, and an arrangement of this kind, without doubt, would give an impetus to immigration. But what an impetus it would give to production as well! Let once the demand of the British Empire in the mother islands, for its food, for its different resources of raw material, centre upon the colonies of Great Britain, and how it would draw out from the richness of the soil and the wealth of forest and mine; how it would draw out these hidden and valued resources, and put them into a position where they would become still more valuable, and cater to the development and good of mankind; so that not only would immigration be assisted, but the development which would immediately follow which would be made necessary, would spread throughout the different colonies of the Empire, and issue as a direct result. More than that, there would come a strength, there would come a confidence which we do not have now. An arrangement of that kind would set at rest whatever feeling of dissatisfaction, whatever feeling of unrest there is as to the political future of these colonies. We ask sometimes in Canada, I dare say you ask sometimes in Australasia, what are we going to do twenty or twenty-five years from now? And, in nine cases out of ten the commercial consideration is the one which gives the birth to that feeling; but, let a commercial status like this be affirmed and assured, and immediately that unrest takes on less possible proportions, in fact, it is practically nullified. The future then, is the future of an Empire, and each one of the parts has faith in itself as part of an Empire, strong, healthy and prosperous. So that there will be a confidence, a stability, and in time a strength of conviction in the political status which would be beneficial to every one of the colonies. Those are some of the results which would accrue, provided such an arrangement as that could be brought about. If it would be advantageous to us, and we think we have no doubt upon that point, we come to a still graver question, as to whether or not it is practicable; and, I just wish to present a few thoughts with reference to the point of practicability. The objection, when we take into account such an arrangement as to trade and commerce, is this, as to how it would be viewed in Great Britain, and as to what would be the effect on the commerce of Great Britain. That is an immense consideration. That is the practical point of view around which the debate must wage, and we would be blind, indeed, if we thought by simply putting a resolution like this upon paper, and agreeing to it, we had accomplished the fact, for British interests are still immense, the British people at home will think of those interests, and while it will not be the sole factor, it will be the strongest factor in their ultimate decision of the question. Now, let us look over it for a moment. Is there any theoretical reason why Great Britain should not give a more favoured place to the commerce of her colonies than she does to foreign countries? When in Great Britain a year or so ago, I was often met by 'this statement:—Well, but you in Canada have free entry to our markets, everything comes in free, and you put a duty upon goods which we send back to you. Are you treating us right in that respect? That is a point of argument which



is often brought up, and which is specious in its way, but there is this reply to that. True, you give an open market to the goods of Canada, but you give an equally open market to every competitor of Canada, and, consequently, you are doing no favour to Canada for which you can ask a favour in return. But, again coming to the point, is there any theoretical reason why she should not treat her own colonies better than foreign countries? There is certainly none in the attitude of foreign countries towards the commerce of Great Britain. There has been a good deal said as regards the armed forces of the European continent, each one with its immense equipment ready for war, watching each other. If that is the truth, it is equally true that in matters of trade and commerce there is war. What foreign European country—or to speak in the large, in the broad sense—what foreign country is especially solicitous as to what it does for the commerce of Great Britain? Great Britain, forty or fifty years ago started out on the assumption that it would be better for her to reverse the policy of former times, which was a strictly protective policy, amounting to prohibition, and make herself the workshop for the world. It was wise, without a shadow of doubt. Looking back in history we cannot but come to that conclusion; but a workshop for the world in that year of grace, forty or fifty years ago, was different from the workshop for the world at the present time. (Hear, hear.) Then Great Britain, when she made her market-free to the produce of the world, had practically the monopoly of supplying the world in return for what they needed of manufactured goods; but, from that time up to this, the lines have been continually raised, until every European country to-day, almost without exception, and almost every great country, has raised fiscal walls against the commerce of Great Britain. Has done what? Has prevented the ingress of her goods, in so far as the tariff wall went, diminished the sale of their goods within their borders by the impetus they gave to manufacturing industry on account of the raising of those walls, until to-day countries, which twenty years ago, depended on English makers chiefly for nine-tenths of what they consumed in the way of manufactured articles, are to-day making within their own borders nine-tenths of what they consume. But they have done more than that. Whilst they have raised the walls against the commerce of Great Britain, so far as manufactured goods are concerned, they have taken advantage of the open markets of Great Britain, and have competed therein, lessening the scope and area of the patronage of the workmen of Great Britain, and of the working-marts of Great Britain.

Hon. Mr. FRASER.—Still, trade is increasing.

Hon. Mr. PLAYFORD.—Only through her colonies.

Hon. Mr. FOSTER.—These are the facts that walls have been raised against her by different countries, that she has been cut out of the market by foreign countries to the best extent they could, has been forced to compete, and consequently lost a certain portion of the market of her own country. Why, think of it to-day! What does France do for Great Britain? France has a minimum and a maximum tariff, but her minimum tariff is a highly protective tariff, and France to-day, while she raises the walls against every article of Great Britain, sends a largely increasing proportion of woollen and cotton goods into Great Britain, so that last year nearly \$75,000,000 worth of goods were exported from France into Great Britain herself, and a large proportion of those was no doubt consumed within that country. So that I say England owes nothing in the way of good-will, commercially, to foreign countries, which should operate as a bar to her saying to her own children we will treat you a little better than foreign countries. But, there is another side to that, and the English will say, we want to carry on trade with

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France, even although they have a wall against us, with the United States, even though they have a wall against us, and maybe if we give you a preferential position in our market, we will be more hardly used by France, and by the United States.

My own opinion is that in the United States, France and most of these countries, the highest point has been reached in protective tariffs and, instead of going further up, the tendency in future will be in the opposite direction. I don't think that that is a practical point which would weigh much with Englishmen in a decision of this question. It is true that Great Britain has been cut out from a great many countries but still has extended her commerce. How has she done it? She has done it through her colonies. In foreign countries she has not extended her commerce to anything like the extent she has in the colonies. A colonial consumer is worth more to the British producer than six European consumers. So that every colonial dependency that she possesses has become her customer and her commerce could never have extended as it has if it had not been for these dependencies. Then the colonies have all protected against the mother country, but none of them have protected as the foreign countries have protected against her. You can take them and make an average. Take the French tariff and compare it with the Canadian tariff. Take the United States tariff and compare it with the Australian tariff. Take the German tariff and compare it with the other colonies. Look them through and through and when you come to read out results you will find that the protection is far lower in the colonies of Britain against British goods, taking it on an average, than it is in the foreign countries. So that she has gained by her colonies. But where else has she gained? She has gained in the new and neutral markets of the world. Great Britain has pushed, with an immense energy and at immense cost, her markets out into the unoccupied territory, so to speak, but she is followed close on her heels and side by side with her now by the protective countries of Europe, by those countries that have walled her to a large extent out of their territory and commerce, she is followed unrelentingly in this commercial warfare into every neutral market and they have divided it and they will divide it more and more. Consequently, the area of her markets is diminished and the competition within that area is continually increasing and the competition is from those who have walled her out as far as they possibly could from their own markets. That is the position of things. Great Britain has another consideration which is a forcible one to my mind. Put a cordon around England for twenty-four days and what will become of her people.

Hon. Mr. FRASER.—They will starve.

Hon. Mr. FOSTER.—Allow no food to come in and what would become of her people? That cordon could be pretty nearly as effectual if it were 500 or 1,000 miles away from England as if it were just about her coasts, and in the eventuality of a great war her food supply stands a chance of being largely cut off by the hostile countries with which she may be engaged. (Hear, hear). A war with Russia would cut her off from the wheat of Russia. A ukase of the Czar in twenty-four hours could dry up the exports of wheat from Russia to Great Britain. A great war carried on with Russia or some of the other powers would make them conserve their food supplies and prevent them sending them to Great Britain. I might in touching that, without going into it further, point out this, that the true food supply and the strategic food supply of Great Britain is in her own colonies and her own dependencies with whom she will never be at war and between whom and herself it is most easy for her to keep continual connection and continual communication. For the markets of trade are more easily kept open in a

friendly them in an unfriendly country ; and in a friendly part of the Empire than among the foes of the Empire. So I think that it is wise to look at it from a British point of view, that in proportion as Britain stimulates her colonies so in proportion these colonies will become the supply centres of food for Great Britain. Take Canada ; take Australia ; take Africa. These countries can easily supply all the food of all the varieties that Great Britain needs. It needs an impetus and some development but there is a possibility, after due development, within a near period that the colonies of Great Britain can supply all the food and most of the natural resources that Great Britain needs for her living and for her manufacturing. (Hear, hear.) So that there is this from the imperial point of view as well as from the strategic point of view to be looked at upon the other side. Now, gentlemen, you will see that this motion is framed so as to give it as wide a range and as great elasticity as possible. This motion does not ask that Great Britain shall give on every product of her colonies a preferential position, but she may choose as regards certain things which would be of use to her colonies. Some certain things she might not be able even to put a small duty upon, but she may be able to accede to this proposition without any detriment to her trade and commerce. This resolution is so framed that it does not necessarily become inclusive of all the products. It gives a choice of selection. The only thing to affirm is that more favourable trade arrangements be given to the colonies than is given to foreign countries. I desire to put in three or four words after the word "products"—making my resolution read: products "in whole or in part," so that it will leave the clause elastic and will not bind a colony to give differential arrangements upon every article of her imports, but will allow a selection, so that a number may be chosen and upon these a differential rate or more favourable treatment may be given. From an imperial point of view the unity, strength and stability of the Empire as a whole would be most reasonably and most certainly assured by the binding together of Great Britain and her colonies under this clause, and, added to that, the other ties of descent and institution which will also give to them large help in binding them together. So much for the imperial point of view. Now then, from the colonial point of view so far as that is concerned, it is easier because we are not met by the free trade problem in its nakedness and in its entirety. All the large colonies, I believe, raise a revenue which is necessary for the maintenance of the public works, and which to be equal to the maintenance of the public services necessitates a fairly high customs rate, so that to this extent the tariffs of nearly all the colonies are more or less protective in proportion as the customs rate is fairly high than if it was merely for revenue purposes. There is added incidentally a measure of protection for manufactured products in each country under that tariff. So that there is not the initial difficulty that we meet when thinking of including Great Britain in the arrangement. My point of view is this ; that there are not these difficulties as between colonies as we hope to have power to make these arrangements between the colonies, as in the colonies there is nothing like free trade pure and simple, and, therefore, the problem is much easier of solution than as regards Great Britain ; that it would be wise for us in the interests of our common sisterhood and of trade and the purely imperial interest as well as if we were not to wait until the ideal time shall be realized when Great Britain and her colonies may make these arrangements. It may come some time ; I hope it will. But my wish is that we may commence now between the colonies themselves. Some of them may be disposed to enter into this arrangement or put their heads together and make some

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arrangement by which their trade shall be developed. It may be done in two ways. For instance, the Government of Canada could propose in their tariff, and carry it, that that they would, for every British colony which gave a like reciprocation or adequate reciprocation, enact, with reference to the goods coming into Canada, that they should be scaled down five per cent or scaled down ten per cent for the products of that colony. A small differential rate would give the advantage. The result would be to direct trade under that small advantage, because who does not know now that trade is done on a very small margin and that a very small percentage nowadays will have the effect of drawing and directing trade in channels which it has not hitherto been accustomed to take. I think that five per cent profit on the value of articles on large transactions, as they would necessarily be, would be considered a living profit of itself if that could be saved, because I imagine that a great many commercial men, year in and year out, do not make a clear five per cent upon the whole volume of their transactions. So that the thing is easily practicable. Suppose one colony says "if Canada will give us certain advantages we will let their articles that they export in here at five per cent less than we let the articles of foreign countries in". Suppose Canada says: "If the Australasian Colonies give us certain trade advantages on what we wish to export there we will let their products come into Canada five per cent less than the products of any other country". Does not any one know that that would immediately give an advantage to each of these countries and that our mercantile men would be at once on the *qui vive*. What is it that will sell in Australia and we will send it there. We get a better compensation there than outside in foreign countries. The Australian business men would send to Canada what we buy and get the differential rate on that and we would protect ourselves in that direction. But if it is found impracticable to make a general reduction of five per cent on everything let us put our heads together and make a comparison of articles that we think can be interchanged on a favourable basis and let us give with regard to these articles more favourable treatment to each other than we give to foreign countries. The difficulties in a plan of this kind are not, I think, insurmountable. In fact, I think they are quite practicable and solvable, and if we desire to have the full benefit of what we have already done it is possible, I think, for us to go one step further, and make that which we have already done practically result in good. For we are pledged to steamship communication and we give of our money mutually in order to open a line of steamship communication between Australasia and Canada. We are pledged to communication which so far as we are concerned means commercial development, but the steamship and the cable fail unless the accompanying trade develops as between the two countries. Let us go one step further and utilize what we have done in steamship subventions and utilize what we propose to do in cable communication and give this decided impetus to the trade between these two countries one towards the other by a slightly favoured position for the products of these countries one with the other. Now Mr. President and gentlemen, I have in this desultory way put some of the points in reference to this resolution. I do not see that the difficulties are insurmountable. I would like to see the whole scheme carried out, but I think we will come nearer towards carrying out that whole scheme if we, the colonies, wait no longer for the assent of Great Britain to the larger scheme, but immediately go to work to carry out our part. There have been some indications, some remarkable indications of late that public opinion is ripening towards that. The *Times* newspaper not long ago had a remarkable article. It was

brought out by a resolution passed by our Parliament of Canada saying that whenever Great Britain would give us preferential treatment, we would give a lower scale of duties to her products entering our country. The *Times* commenting on that said this in substance : That is a remarkable step which Canada has taken. It deserves to be considered, but Great Britain can scarcely change her fiscal relations for one colony. What do the other colonies think about this ? And if it does happen that the other colonies think in the same way that Canada thinks, then the lead has been given to a remarkable proposition which must be considered by Great Britain and she may eventually change her fiscal relations entirely. Now that shows the trend of public opinion in that respect. I have here a statement which I saw in a paper. Lord Salisbury made a speech not long since which is significant of itself because it follows in the characteristic line of several utterances of Lord Salisbury and other statesmen in Great Britain. Lord Salisbury says :—

We live in an age of a war of tariffs. Every nation is trying how it can, by agreement with its neighbour, get the greatest possible protection for its industries, and, at the same time, the greatest possible access to the markets of its neighbours. I want to point out to you that what I observe is that while A is very anxious to get the favour of B, and B is anxious to get a favour of C, nobody cares two straws about getting the commercial favour of Great Britain. What is the reason of that ? It is that in this great battle Great Britain has deliberately stripped herself of her armour and her weapons by which the battle is to be fought. You cannot do business in this world of evil and suffering on those terms. If you fight, you must fight with the weapons with which those whom you are contending against are fighting.

That is a remarkable utterance. It is the utterance of a leading statesman. No reader of Great Britain's contemporary history is unaware of the fact that there is a great deal of loosening of ideas with reference to this thing and that people are coming more and more to ask what is the best thing under the present circumstances for us to do with reference to our commerce. Depend upon it, before long the people of Great Britain will be fighting on that practical issue. If it turns out that free trade is best, she will be kept under free trade and if it turns out that something else is better, that better plan will be adopted. That time may be more or less distant, but controversy is verging towards the practical point and it will have to be settled by the British people. That may be some time in coming or it may come quickly, but in the meantime the colonies are in the position where they are free very largely from these disabilities to take hold of this question and solve it for themselves. We must take this fact into consideration that though the weight of the Empire so far as population is concerned, is to-day in the islands, the Empire comprises outside territory which has a large population to-day and which twenty-five years from now will have the largest proportion of the population of the British Empire. Whatever the colonies undertake to carry out will have by its pressure the power of causing thought and moulding the subsequent action of Great Britain itself. However, my great plea just at the present time is that though we consider imperial reciprocity an ideal which may only be realized by and by, and one for which we should work, we should not divest ourselves of the thought that the union of the colonies in this matter is an idea which can more speedily be realized. It is a practical possibility, and we ought to come to the conclusion, I think, that we brethren of kin may do for each other more than we do for outside brethren, who are brethren only by descent from the common parent. (Loud applause).

Sir HENRY WRIXON.—I will second it. It is not understood that I am particularly representing any colony, but in seconding it I am speaking for myself.

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Hon. Mr. FITZGERALD.—I have listened with the greatest attention to the admirable, far-reaching, practical and eloquent speech of the hon. gentleman who introduced this motion. I only wish that hon. gentleman had been standing on the floor of the House of Commons addressing his remarks to the English people, because, while I agree that there is a great deal of force in many of his observations, I cannot concur in the deductions, in the stated facts that he has so eloquently described. I say, sir, that this resolution, if limited to clause No. 1, would be in itself, I think, sufficient to meet all his objections and would enable the conference to escape from what I think would be dangerous ground for them to travel. I quite concur, sir, that the opposition to the English on the part of the foreign powers is great and I cannot but admire the patience with which the English people submit to the disadvantage under the various tariffs they are subjected to; and I might say, I think, it is very likely there is a growing opinion in England, an opinion gradually ripening towards a change in her attitude to these powers which treat her in such a hostile manner with regard to their tariffs. But, sir, we cannot forget as far as we in the colonies are concerned, that the opinion of England is still staunch on this subject. If Englishmen are willing to allow themselves to be subjected to the competition which her policy subjects them to and if the English people are content to remain in that position, I do not think for one, that the colonies ought to strike the note of alarm among them or increase that alarm. It is simply in this position: if England is satisfied why should we disturb her people as far as colonial produce is concerned? What is the position of England in regard to colonial produce? In the first place our tariffs are all directed as much against England as against any foreign country. England is willing to acknowledge that. We may love England very much but our colonial manufacturers are just as tenacious regarding manufactures as the manufacturer of England, of France, of Belgium or any other country. Therefore, with regard to that point, and Mr. Foster has laid stress on it, I would ask how he would stand before his own Parliament in recommending such proposals. Look at the position with regard to the Australasian delegates. Every colony of Australasia adopts a more or less protective policy. Victoria has one of great dimensions, and prohibits articles of her own sister colonies entering and places them in the same position as the most distant nations of Europe. If England gave her a small differential duty upon her exports and these exports being limited practically to wheat, wine and butter, we know that in the matter of wheat England would never give us any advantage for the simple reason that by doing so she must increase the cost of the food of her people. There is one thing in the consideration of Mr. Foster's arguments which weakens the respect which ordinarily I hold for every utterance from Lord Salisbury. I look upon Lord Salisbury as representing the old landowner's policy, that he sees and feels, as does every land holder in England, that their incomes are declining every year, and why? Because as regards cereals, England is really ceasing to exist as an agricultural country, and why? Because of the enormous influx both from her colonies and foreign countries of cereal products. It is, therefore, this very point Lord Salisbury may have been looking at, and not at the broad view of the question. If England is to continue to be the centre of the manufactures of the world, it is essential that the cost of the living of the labouring men, necessary for working these manufactures, should be as low as possible. Consequently, in that aspect as far as the Australian colonies are concerned, I see no chance whatever to expect any reversal of the policy with regard to breadstuffs. My hon. friend also referred to the fact, which is one mostly for the con-

sideration of the English people and the statesmen of England, and that is the risk that England runs in time of war from the stoppage of her commerce in regard to bread-stuffs. I would say there is an explanation given every year when Her Majesty's Government in England asks for increased estimate for naval protection. What is the main argument? It is to protect her commerce, but chiefly with regard to the food of her people. If Russia stopped her supplies, and reduced the export of her wheat, Mr. Foster answers the question himself by saying, that the colonies are equal to supply the people with food. An encouragement of agriculture would arise if the prices of cereals arose and the increase in agriculture both in Canada and Australia and other countries would be such that in a very short time indeed, the prices would be reduced to the normal rate simply by competition between the countries. Therefore, with regard to grain and cereals I cannot believe that it is other than beating the air and putting England in the position of having the ungracious task of opposing any resolution of this conference that touches the food of her people. How is it with regard to butter? No doubt butter is an important article of export from one of the colonies, but it is not likely that England, for the purpose of giving us the advantage in butter, would shut out the butter from the northern or other parts of Europe. Nor do I think that the consideration in regard to our wine would be very great. If England was to be asked to allow her colonies to form a zollverein among each other in the event of her refusing to unite with them in the customs union, are we not dealing in a hostile attitude regarding her? Therefore if Mr. Foster would excise the second part of this resolution, I venture to say that the preamble No. 1 and preamble No. 2 must receive the assent of every member of this conference. I cannot regard that it is other than absolutely true "that the stability and progress of the Empire can be best assured by drawing continually closer the bands that unite the colonies with the mother country and by the continuous growth of a practical sympathy and co-operation of all that pertains to the common welfare." That is the first preamble. The second is this: "This co-operation and unity can in no way be more effectually promoted than by the cultivation and extension of the mutual and profitable interchange of their products." That is another admirable statement that I think must receive universal assent. Now, in the deduction from this, to my mind, it is sufficient for this conference to say: "That this conference records its belief in the advisability and practical possibility of a customs union, between Great Britain and her colonies, by which trade within the Empire may be placed on a more favourable footing than that which is carried on with foreign countries." That is only confirming what we have already adopted when we began. We have demanded this in some cases by legislation, that we should be at liberty to enter into these relations between the colonies for our mutual advantage. Now, I come to the other: "That pending the assent of the mother country"—that is further than I am prepared to go. It shows that we have reason to expect that England will refuse to the colonies the extension of our powers by legislation. The word "pending assent" gives the idea that it would be as close to a threat of separation as it could be, and that if England and her statesmen refuse to build a wall against foreign countries, in order to meet the views of this conference, that we should build the wall ourselves and treat England as we would treat foreign nations, as hostile. In the face of such an impression as this, what is the use of talking about allegiance or sympathy with the great mother country?

Hon. Mr. FOSTER.—Who proposed to do that?

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Hon. Mr. FITZGERALD.—It appears to me to be a deduction to be drawn from the language of the resolution.

Hon. Mr. FOSTER.—Not in the least.

Hon. Mr. FITZGERALD.—Therefore if England does not give assent to such an arrangement the colonies should be permitted to do it themselves.

Sir HENRY WRIXON.—We have affirmed that.

Hon. Mr. FOSTER.—What is the use of Sir Henry Wrixon's resolution?

Hon. Mr. FITZGERALD.—You are entitled to it whether she consents to it or not.

Hon. Mr. FOSTER.—This resolution is a corollary to what has been done before.

Sir Henry Wrixon asks the mother country to give us power to make this arrangement. This resolution affirms that provided we get the power, we shall make the arrangement, if we like.

Hon. Mr. FITZGERALD.—I would like to have it altered if it means that. To me the resolution seems to be a hostile resolution to England.

Hon. Mr. FOSTER.—If she does not wish to make the customs arrangements, between her and all her colonies, let the colonies make these arrangements amongst themselves.

Hon. Mr. FITZGERALD.—The view I take of it is that it is not entirely removed, though considerably lessened.

Hon. Mr. FOSTER.—Perhaps it does not convey the meaning which it was the intention it should.

Hon. Mr. FITZGERALD.—If it be affirming simply what we have already adopted, what is the necessity of the resolution?

Hon. Mr. FOSTER.—Granted we get the power to do the thing, shall we say that we think it is advisable to do it?

Sir HENRY WRIXON.—It is the practical application of what we have previously done.

Hon. Mr. FITZGERALD.—The sting is taken very much out of it by that explanation, but I would like to hear that elaborated more before I give my consent to it.

Hon. Mr. FOSTER.—If it is the opinion of the conference that it is to be done, it should be done.

Hon. Mr. FITZGERALD.—We have the strongest objection to taking any action which may by anticipation convey to the home authorities an expression of opinion that this conference has any reason to suspect, much less to believe, that the resolutions carried here, the expressions of opinion moderately made with regard to these resolutions, will not be received with attention at home, and acceded to by the home government. Having that feeling, I desire to avoid in every possible way acting in any sense which would have the effect of lessening our chance of succeeding, and certainly of introducing a breach, or some extended departure from the friendly relations that now exist between the colonies and Great Britain, and between the colonies themselves, which I hope may be enduring and lasting.

The PRESIDENT.—Do I understand, Mr. Fitzgerald, your objection to be more particularly to the third paragraph?

Hon. Mr. FITZGERALD.—The third; where it says, "and further resolved"; it is the latter one of the two resolutions.



The PRESIDENT.—I merely ask for information. You do not object to an affirmation of the principle that the colonies should enter into reciprocal relations among themselves, do you, independent of the mother country altogether?

Hon. Mr. FITZGERALD.—No, I do not.

Sir HENRY DEVILLIERS.—I was very much impressed by the argument of my friend, Mr. Fitzgerald, but it strikes me that the whole of his argument was directed rather against the first of the two resolutions, though in the end he said he would vote for the first and against the second.

Hon. Mr. FITZGERALD.—It was the other way.

Sir HENRY DEVILLIERS.—To my mind he seems to have rather misunderstood the second resolution, but I did not rise with the object of making a speech upon the subject, but merely for the purpose of asking a few questions to enable me to decide how to vote. In the first place I should like to know from the mover whether it is proposed to enter into a kind of customs union with Great Britain; whether he proposes, for instance, that Canada should impose no duties whatever upon goods imported from England.

Hon. Mr. FOSTER.—I will answer that question first. The words "customs arrangements" were put in designedly in order to leave just as wide a leverage as possible. It does not mean that there should be one tariff all around, as a customs union would; it does not mean that necessarily. If the colonies and Great Britain would agree to that, it does not preclude it. It does not mean that there should be a customs union by which the same tariff would be levied all around necessarily. Neither does it affirm that there shall be no duties levied, or that goods shall be free between the two. It leaves it between those two extremes, so that an arrangement can be made, the effect of which will be simply, that as between Great Britain and her colonies trade will be more favoured than it is between Great Britain and her colonies, and foreign countries. There is the whole range of negotiation between those two points, made just as wide as possible, so as to allow the principle to be adopted.

Sir HENRY DEVILLIERS.—The question will be whether this is not a very one-sided arrangement, because I was looking at the bill which was placed in our hands of the duties to be imposed by this Dominion, and I find there are enormous duties imposed on goods imported from England. Then, is it proposed that these import duties should continue with a deduction of simply 5 per cent suggested?

Hon. Mr. FOSTER.—Whatever arrangement may be made. Suppose that Great Britain and Canada come together, talk over the matter, there is our tariff, there is your tariff, what arrangement can we make? Anything within the lines of an arrangement may be made possible under that.

Sir HENRY DEVILLIERS.—Then I would ask whether, in point of fact, the trade of Great Britain with foreign countries is not far in excess of her trade with her colonies?

Hon. Mr. FOSTER.—Four times as much.

Sir HENRY DEVILLIERS.—And I would inquire whether the effect of this motion will not be to greatly diminish that foreign trade, and therefore to diminish ultimately the trade which the colonies will have with England?

Hon. Mr. FOSTER.—That is a question of opinion.

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Lord JERSEY.—I will state to Sir Henry deVilliers that in 1891 the trade between Great Britain and her possessions was 22.84 per cent on the whole, as regards imports, and 30.20 as regards exports. If you look at this diagram you will see it is represented generally as being about one-fourth of the total trade of Great Britain.

Hon. Mr. FITZGERALD.—Of course that includes India.

Lord JERSEY.—Yes. Then I would point out that the last resolution, to which Mr. Fitzgerald took some exception, does appear a little bit stiff, if I may use the expression, because our first resolution, moved by Sir Henry Wrixon, was, that provision should be made by imperial legislation enabling the dependencies of the Empire to enter into agreements of commercial reciprocity, including the making of a differential tariff with Great Britain, or with one another. That was carried. Then this one says :—“That pending the assent of the mother country to such an arrangement in which she shall be included, it is desirable that the colonies of Great Britain, or such of them as may be disposed to accede to this view, take immediate steps,” and so on. The language seems a little bit stronger perhaps than Mr. Foster means.

Hon. Mr. FOSTER.—That is a fair criticism. That criticism is, that no step could be taken until authority was given.

Sir HENRY WRIXON.—It assumes legislation will necessarily be passed.

Lord JERSEY.—But it goes beyond that.

Hon. Mr. FOSTER.—That is quite true. That is an excellent criticism. I have assumed that, but that must not be assumed in the resolution. I would like to give the figures for 1892. Lord Jersey has given them for 1891. I will give them as regards imports and exports both. The total imports in 1892 was £424,000,000 in round numbers; the foreign, £326,000,000; the British Colonies, £98,000,000; the total exports, £291,000,000; the foreign countries, £210,000,000; British possessions, £81,000,000. It is a little less than a quarter as to imports, and a little less than a third as to exports.

### INTRODUCTION OF MR. HOFMEYR.

Hon. JAN HENDRICK HOFMEYR was introduced to the conference, as one of the delegates from the Cape of Good Hope, and was given his place in the conference.

### TRADE WITHIN THE EMPIRE.—*Continued.*

Hon. Mr. FRASER.—I listened with rapture to the speech of Hon. Mr. Foster, and I am sorry I was not able to speak immediately, because even, in this short time, my memory has partly failed me. After reading this notice of motion carefully through, I am in most hearty sympathy with it, except perhaps the latter sentence, “and further resolved,” etc. There may be some further modification made in respect of that. If so, I am quite certain the Hon. Mr. Foster will not object.

Hon. Mr. FOSTER.—Certainly not.

Hon. Mr. FRASER.—If there is anything in the latter part of it which is of a dictatorial nature, I do not say it is so, but even if there is anything in it which may be looked upon as of that nature, I would desire it should be modified, because, I would not, for a moment dream of putting a single word in a motion like this that would have

anything of the character suggested. We have come here from our colony with the greatest desire and wish, not only of the Parliament, but of the colonists assembled at a public meeting, and expressed, that we should in every sense promote trade with the Dominion of Canada. That is the object of our mission ; and, as this is in that direction I fail to see what objection there can be to it. It may be suggested, of course, that by promoting trade with Canada we may lessen the trade with Great Britain. We, of course, are naturally anxious to increase the trade with the mother country ; we are anxious to increase your trade with Australia, and lessen the trade of foreign countries with Australia. We have a certain volume of trade. We are going in the direction of our wishes by taking any step that will increase our trade with each other, or with the mother country, or which will lessen the trade with foreign countries. The steamships running to Australia are subsidized by Germany, and subsidized by France, clearly showing that they are anxious to force a trade with Australia. They have a very large trade with Australia, and, if the mother country, and the colonies, can, by a slight differential tariff, assist each other, it will result in good. Of course, I do not know that the mother country would entertain it. It is no harm to make the proposition ; and, if it is not acceptable to the mother country, of course she would not entertain it, and if she did not entertain it, we would not be any the less satisfied on that account. Of course she has a perfect right to look to her own trade relations. If she entered into an arrangement like that with the colonies, whether it would lessen her trade with other countries, is a matter she must consider. That is a question for the mother country. If the colonies cannot trade with each other on mutually advantageous terms, there is no danger of any arrangement being arrived at. It must be to their mutual advantage, otherwise they cannot come to terms, unless one colony is so very, very clever as to get an advantage, and I suppose that each colony, and certainly the mother country, can be relied upon to look after their own interests. I do not think that any better step could be taken for the unity of the Empire, or for the advantage of the Empire, than a step in this direction, viz., that the trade between Australia and Canada should be greatly increased. What is the use of subsidizing steamships, unless we are going to take some other steps to assist in that direction ? We naturally expect that trade will follow if we subsidize steamships, and if we construct cable lines, and we have a mandate from the Chamber of Commerce, and from Parliament, and from the people of Victoria to assist in that direction, and therefore, if we do not pass this resolution, or agree to it, I do not think we are acting in the direction that our duty should dictate to us. I know that the Australian colonies have not yet passed a free trade customs tariff with each other, but all the business people admit, nay more, the electors admit, that it is a most desirable thing to do. I do not see that there is very much difference between doing that and extending it in the direction of trade with Canada, or the Cape of Good Hope, because the trade with Canada and Australia is very limited indeed now, and it will not disarrange matters to give it a clear footing. Of course I can quite see that before we enter into trade relations with Great Britain we would have to consider our finances, because millions of our revenue is derivable from the import duties on goods from Great Britain, and, therefore, a question of revenue would come in ; but, the question of revenue does not come in in discussing the question of trade between Canada and the other colonies. Moreover, if we do not encourage trade of this kind between the colonies, what hope is there of keeping alive this spirit that we so much try to encourage, that is, the spirit of friendship, and the wish to help each other

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in times of national disaster or trouble. It is all very well to say we meet at the dining table, and in other ways, and that the sentimental feeling is naturally very strong ; but, if there were no trade relations with the countries concerned I feel clear that in a very short time our sentimental speeches would be forgotten, and we would lapse into a condition of knowing very little about each other. It will not be so if we encourage trade, and if trade is developed. We would thereby strengthen all the ties that should be strengthened, and they will be permanent in every respect. It is no use to make a comparison. In a small way I can quite see that we might do a large business in many ways. Even in the line of paper. I visited the Eddy Company's mills the other day ; they are perfectly surprising. When I asked them the price of their printing paper per pound, and compared it with the quality we are using in Australia, I was amazed at the cheapness of the production. Yet, I can quite understand it. You have water power here costing you little or nothing, even the water power brings the logs from the forest to the mill without great expense ; then you have the very timber that the paper is made of at your very door ; and, I should imagine that you would be able to defy almost any country in cheap production. We consume immensely of that product, and it is a product that runs into large figures. Australia is consuming an immense lot of it with the daily morning and evening papers. There is very large opening in that direction alone. Of course the difficulty would be the transportation. That may be done by sea from Montreal to the various colonies, and that difficulty could be overcome. In many other respects I see where a trade could be opened up. If trade was opened up, British steamships would be employed in that trade. Instead of foreign steamships being employed running from San Francisco to Australia, I would like to see the trade diverted from San Francisco to a Canadian port, to the St. Lawrence, or to Victoria, or Vancouver, or to any other Canadian point. The British flag should carry the produce that is now sent through the United States. I am quite sure, so far as I can read the opinion of the colonies, and especially our colony, I do not think there is anything in this motion that they would take exception to. Perhaps the latter clause : " Pending the assent of the mother country " might be worded so that it would not grate on the minds of the most sensitive in England, because I would wish that anything of that nature should be eliminated. With the exception of that, and one or two other little words, I heartily give the motion my support, and hope it will be adopted.

Hon. Mr. SUTTON.—I think the gentleman who has just resumed his seat has rather discussed the broad question of encouraging trade relations between Canada and the Australian colonies rather than considered the proposal which has been submitted to us by the Hon. Mr. Foster. It seems to me there is a very broad and material distinction between that question and the question we are asked to consider in the resolutions submitted to us. I have read as carefully as I can these resolutions over and over again, with a view of seeing if I could not in any way alter the first interpretation I gave them, and I find, so far as my power of reading English will permit me, that the first meaning I gave to them is the one that still retains itself in my mind. The Hon. Mr. Fraser, who has just resumed his seat, says he takes no exception to the first resolution, leaving out of consideration for the time being the two preambles, if I may so describe them. If we come to the first resolution, the Hon. Mr. Fraser apparently takes no exception to that as submitted for our consideration by the Hon. Mr. Foster. But surely he must see, if he reads it in the same light as I do, that we are there expressing an opinion that England should reverse her whole national policy as regards

free trade, and that she should institute a discriminating tariff, allowing products to come from the colonies free, whilst, at the same time, she should impose a duty upon all goods sent into England from any foreign power.

Hon. Mr. PLAYFORD.—The resolution moved by Mr. Foster does not say all.

Hon. Mr. SUTOR.—We must admit that we are inviting England here to establish a tariff which will put an end to her free trade policy, and allow the products or the goods coming from the different colonies to be admitted on more advantageous terms than those coming from foreign nations.

Hon. Mr. PLAYFORD.—Treat her own children a little bit better than she treats foreigners.

Hon. Mr. SUTOR.—That implies or asks us to say that England must, at any rate, put a duty upon foreign goods coming into the Kingdom. I would like to ask gentlemen who come here representing the Australian colonies whether we are at this time prepared to commit ourselves to such an expression of opinion as that? I think we must at the same time consider, whilst we have this matter under discussion, that something more practical and practicable should be laid before us than this resolution that is now submitted. We know perfectly well, all of us, notwithstanding the expression of opinion that has been given by Lord Salisbury, and quoted by Hon. Mr. Foster this morning, that there is no very strong party in England, on either one side of the House or the other, that is prepared to change the fiscal policy of England at this present moment; and, without expressing any opinion of my own, I have heard many strong protectionists in the Australian colonies, and the same might apply to Canada, who argue and admit that if they were in England, having the feeling of Englishmen, they would be free traders rather than protectionists. The great distinction between the colonies and England is that we are all large producing centres, whilst England is a large manufacturing centre, and I have often heard protectionists say, if they were in England, and belonged to a great manufacturing centre, they would be free traders. I for one do not feel that I should be justified, under the circumstances, in voting for such a resolution as this. I think the proper course for this conference to adopt is to adhere, as far as possible, to practical ideas and positions. I do not think, for a moment, if we carried such a resolution as this, that any good could come of it. England is not prepared now, any more than she was two or three years ago, when the Dominion of Canada asked the same terms as are now appealed for and they were declined; things are no further advanced than they were then. Therefore, we would not advance our cause at all in inviting England to consider for a moment any such proposal as this, that she should discriminate as between the colonies and the foreign countries with whom she does business. We admit, all of us, that it is desirable to preserve the cordial relations which exist between England and the colonies, and if possible, to make those ties still stronger, but, is it likely, that by carrying such a resolution as this, which implies that England should altogether alter her fiscal policy, we should assist in that direction? As regards the second resolution proposed by Mr. Foster, it really says that, in the event of England declining to comply with our request, we should enter into a sort of zollverein among ourselves, placing all the colonies in a better position, as regards trade, than any other part of the world, and that would, of course, mean that England should be placed at a greater disadvantage than the rest of the Empire, if she declined to accede to this proposal we now make to her. I feel sure that she will decline. I feel that she will not agree to the proposal in the first resolution, and if she does not agree to that, as we may

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conclude she will not, from the answer she has already given to this Dominion, what will be the position with regard to the second resolution, that we will endeavour, between ourselves, to enter into a commercial treaty with the rest of the Empire, excluding England, which will place England in a worse position than Canada, Australia, or the Cape, or all three of them. I think it is unfortunate that something of a more practical nature was not submitted to us than is contained in these resolutions, and I feel that I cannot pledge the government of the colony that I represent here, to any such proposition as I am invited to agree to by the Hon. Mr. Foster, and, therefore, if it comes to a vote, rather than commit my colony to such strong views I shall have to decline to vote, as the Hon. Mr. Playford has already done on another matter, on a question like this, which I think is quite beyond the scope of our inquiry. I think it is one that we should not now be required to express an opinion upon. I am quite prepared to listen to, and to give the most favourable consideration to any proposal of a practical nature that is likely to bring the trade of the Australian colonies and Canada more directly in unison than it is now, and, without going into detail, there are, undoubtedly, two or three large marketable raw products that we produce, and manufactured articles produced here, in which a very great and large trade might spring up; but, that is a mere matter of encouragement of trade, rather than great proposals to alter the fiscal policy of the imperial nation. Of course none of us, I think, came here expecting that Canada was going to forego, in our favour, what she calls her National Policy, or to give up protection in favour of intercolonial free trade; we did not expect it, we have not got it, but, the Hon. Mr. Foster has intimated to-day that he is quite prepared to go as far as 5 per cent in favour of the colonies, if they will reciprocate in some way.

The PRESIDENT.—He only gave that figure as an illustration of the principle he advocated.

Hon. Mr. SUTTON.—Though it is an illustration, it shows clearly that Canada is not prepared nor has she stated that she is ready to open her ports to any goods that are now dutiable. Without going into detail I will remind the conference that one of the great articles of production in all the Australian colonies is wool, and we know that wool is absolutely free in Canada, and that trade merely requires to be encouraged, such as I hope may be the result of a mail service between Australia and Canada, so that we may induce the people of Canada to come down and buy the wool first hand, instead of as they do now, through the London or American markets. Then again, as already mentioned by Mr. Playford, and I myself have mentioned it, there is a great opening for trade in Australia for paper made of spruce wood. I think I am right in saying paper is admitted free of duty into the Australian colonies, at any rate it is free in New South Wales. Then again, we know that you produce here large quantities of cotton goods. In my colony all cotton goods, so long as not made into garments, are absolutely free, and therefore we are quite as ready to do business with Canada in those commodities, as I hope you are ready to do business with us in the matter of wool.

The PRESIDENT.—What did you say was absolutely free?

Hon. Mr. SUTTON.—All cotton goods.

Hon. Mr. PLAYFORD.—I think they are free in all the colonies.

Hon. Mr. SUTTON.—With regard to this resolution I have already said I do not see, in its present form, that I should be justified in committing my colony in respect to it.

Mr. LEE SMITH.—I think all of us who have listened to the address of the Hon. Mr. Foster must admit he has given a very lucid and clear statement of the position from his point of view, and he has very eloquently described the feeling which binds together Great Britain and her colonies, and he very properly, as I think, wound up by saying that those bonds would be more firmly cemented by paying more regard to the great question of the commercial relations between Great Britain and her colonies. I may say, sir, I quite agree with that view. On no account whatsoever must we do anything in this room which will in the slightest possible manner hamper Great Britain in her trade relations with the world at large. Great Britain is a free trade country, it must necessarily continue to be a free trade country if it is going to preserve that pre-eminent position which it already holds, and which I hope it always will hold in the commercial affairs of the world. Looking back to the time when Great Britain first acquired this great pre-eminence, we find that it was brought about by a combination of peculiar circumstances. First of all, the leading cause was the fact that all the manufacturing nations of Europe were exhausted through a long continuance of wars, and at the same time there occurred the introduction of the great motor which now moves machinery, that is the introduction of the power of steam. Those two factors combined with the wealth that Britain had already then in reserve, enabled Great Britain to take immense strides, and acquire a leading position in the commerce and industry of the world; and how has it continued to do that? It has continued to do that from 1830, 1845, and onwards by the maintenance of a free trade policy; steps taken to enable the great population of Britain to be employed in manufacturing raw products sent from all parts of the world. The Hon. Mr. Foster has referred to the change in the opinion of the British people as to the wisdom, or otherwise, of this policy. From my point of view, and from my reading, I think that all these efforts that are being made by the protectionists, by the fair traders, and so on, will really result in no good whatever; they are wrong in principle. For instance, as a matter of illustration, any effort made to preserve the rent of land in England by any of the artificial measures which have been prompted by the Hon. Mr. Chaplin, and others, for the purpose of associating for buying goods of each other, and the several other ways they have proposed to preserve the position of the average landlord, will be utterly futile. The real reason why rents have gone down in Britain is this: In Britain there are three classes of people supported off land. That was quite possible so long as there was a limited area of land outside of Great Britain available for the production of the increased supply of wheat necessary for the consumption of the world. But, now, you have brought in a large area of virgin land, a continually enlarging area of virgin land, suitable for the production of wheat. You have, by the aid of science and means of quick communication, both by letter and telegraph and by steamers carrying immense cargoes, cheaply brought those within a very short distance, so to speak, of England, and, when you consider that the person who produces that wheat is himself the whole of those three classes, landlord, tenant farmer and labourer, the British landlord cannot expect that his lands will give to him and to the tenant the same proportion of return that they have done in the past, and I do not think any efforts of an artificial nature, will interfere with the condition of things as they now exist, and as I have endeavoured to point out. Therefore, I believe that the policy of Great Britain lies immediately in the direction of continuing free trade. If you have a protection in any one raw product, in England what

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will you do? You limit the manufacturing power of Great Britain, in comparison with other countries, and reduce the area of the manufacture, and consequently the employment of labour, which is the great question we have to deal with at the present time. So that in anything we may do here I believe that we must take as the leading principle this, that you must in no way hamper Great Britain; and I do not see how, in the Hon. Mr. Foster's resolution, we can avoid putting Great Britain at a disadvantage. I hope I am reading it properly. That is to say this:—We may give Great Britain advantages here, but we cannot ask Great Britain in return to place her customs duties in such a position as to give us a better position than other nations. I do not think that that is possible. For instance, there is not a single raw product I believe but what Great Britain allows to come into her ports quite free. You do not do so here. We do not do so in many of the colonies, I believe. Therefore, I think the first move we should make is in the direction of reducing the duties upon raw products. That is the fundamental principle on which we should go, leaving manufactures to be dealt with hereafter. Now, as an illustration, let me point out that I find that merino wool is here free; there is no duty in Canada on merino wool, but there is a duty of 3 cents per pound on Leicester and on other wools. Now, my country is a Leicester and Lincoln wool-producing country. There is an anomaly at once. Why should merino wool be allowed to come in free, and not Leicester and other wools which the colony of New Zealand produces? Then, again, I understand the Hon. Mr. Foster suggests there should be a differential allowance of, say, 5 per cent.

Hon. Mr. FOSTER.—I was just illustrating. It might be 25.

Mr. LEE SMITH.—Five per cent upon 3 cents per pound would be inappreciable, because it would not touch that great market of London where there are opportunities of getting the highest prices by reason of the fact that it is the world's market, and buyers go there from all parts of the world. I hope this resolution will not pass. I hope we will affirm the principle that nothing must be done to interfere with Great Britain. We can ask Great Britain to do nothing whatsoever. She has already done what she can do. She has thrown her ports open to the world on raw products, and to help us, she would have to put a duty upon those, and that is impossible. Her answer to us would be: "You cannot give us the kind or quantity we want." They would not stand a duty on wheat, the same as to wool, and every other commodity. As to manufactured goods, we might make a discrimination in this class on wools here, you might make it 20 or 25 per cent on all products from Great Britain to any of the colonies, but Great Britain could not give us anything in return. We would be making Great Britain a present of so much lessening duty, and that I might be prepared to do, but you go further than that, and you put Great Britain in such a position that she will have to distinctly refuse, or if she does it, it will be very much to the disadvantage of her people.

Sir HENRY WRIXON.—Mr. Chairman, I will vote for the motion. I do not exactly understand what the difficulties are which some of my friends have expressed. I am beginning to question as to whether there is not some confusion in my own mind; probably there is. Either I am confused, or my friends are confused, because I do not exactly know what the difficulty is. The whole of this motion is merely an expression of the sense of the meeting. My friend has spoken of binding Great Britain. The whole thing only amounts to an expression of a hope. We are a peaceable collection of gentle-



men, we may express any opinions we like for what they are worth, without any one talking about cornering Great Britain.

Mr. LEE SMITH.—I did not say “cornering.”

Sir HENRY WRIXON.—I am merely expressing my own idea. The whole thing is merely the expression of a pious wish, and I think eminently a wise wish. The preamble, no human being can object to. As to the last paragraph, no member of this congress who has voted for the resolution that has been carried can object to it, because by the first resolution we carried we deprecated in our speeches and resolution the disability we were under of entering into arrangements between ourselves. We loudly complained of that, and raised our voices on high to the imperial authorities to enable us to enter into arrangements between ourselves. How any man who voted for that can turn around and say it is improper to express a wish that this arrangement shall go on after they authorize it, I cannot understand. Therefore, as regards the preamble, and the third paragraph, I cannot understand what the difficulty is. As regards the middle one, I quite admit if we were in any way to dictate to Great Britain, it would be ridiculous. We are only expressing a hope that Great Britain may see her way to come to a certain arrangement. We have nothing more to do; we have no power in the matter; it only rests with Great Britain to deal with the important and difficult problems which are therein involved. We cannot force a conclusion in any way. I certainly express the hope, and I shall be delighted if Great Britain can see her way to enter into such an arrangement between the colonies and herself. It will be a grand thing if it can be done, and no human being can say anything against our expressing a wish that it should be done. I wish for it, and I hope for it. As to when or how it will come about, I do not know. That is in the hands of the higher political powers of Great Britain. Of course it opens up an interesting question as to Great Britain herself, which it is not necessary for us to enter into. It is a most complicated and interesting problem. There can be no doubt whatever that the prognostications which were made when the great free trade platform of England was adopted, have not been fulfilled. It was confidently stated at the time that it would not lead to any diminution in the culture of the land, but, on the contrary, the culture of the land would go on as well, or better than before. We all know that the land of England is going out of cultivation. Whether the English Government may find it necessary to reconsider the matter, as I say, I could not venture to express an opinion. All I can say is, there is no doubt whatever that part of the prognostications of the free trade element have become worthless. I wish to remind the conference that we are merely expressing the wish and hope that Great Britain may be able to enter into some arrangement with the numerous children of her family, if she finds herself able to do so, and we will be delighted to join in. Then, the last resolution is only adopting, in a practical shape, what we have already asked power to do.

Hon. Mr. PLAYFORD.—It appears to me, sir, that this is one of those resolutions we may very well pass. I do not understand that this is beyond the scope of our present inquiry. We are here in conference for the purpose of considering the trade relations of the whole Empire, as I understand it, not merely the trade relations between the parts outside the mother country. I contend that we have a perfect right to express our own opinions as to what course should be adopted to give effect to the statements contained in the first paragraph of this resolution. My honourable friend Mr. Fitzgerald

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says that he approved of the first part, he contends that everybody must agree with it. I ask him, how can we give practical effect to it, or how can practical effect be given to our aspirations contained in this first resolution, unless we carry the others that succeed it? What does it say? "The stability and progress of the British Empire can be best assured by drawing continually closer the bands that unite the colonies with the mother country, and by the continuous growth of a practical sympathy and co-operation in all that pertains to the common welfare." Now we have got to give effect to the idea of practical sympathy and co-operation, and how can we do it? Is there any way to do it except in the way suggested in the resolutions that follow? I admit, with the member that represents New South Wales, Hon. Mr. Suttor, that we are undoubtedly expressing a wish, which, if England gives effect to will be a reversal of the free trade policy that she has had for so many years past. But, I think the time has arrived when the eyes of England are being opened to the fact that her free trade policy is not going to produce the results which were so fondly anticipated it would produce when it was first brought into existence. Changed conditions have altered the case altogether. She is not now, as she was at the time of the great exhibition in 1850, the work-shop of the world. Other nations have learned from her, other peoples have copied her, the machinery that she has got they have got, and, in addition to that, they have something else which she has not got, they have cheaper labour, and as a result of that cheaper labour they are gradually forging ahead with their manufactures, they are gradually taking the trade which ought to belong to the mother country, and competing with her in her outside markets, and actually importing manufactured material into Great Britain itself. Having been connected for so many years with the colony of South Australia—it is only a small colony, but I dare say I can judge that the same processes are going on in the other parts of the world—I have had special opportunities of being able to judge of what is taking place with us. Year by year larger importations of foreign manufactured goods are coming into our country. I will only mention one instance to place the matter clearly before the members of this conference. A year or so ago we made a contract for a large number of locomotive engines, 92 of them, many of them of very large power, and therefore, entailing a great deal of work. The contractor for those engines naturally went about to see where he could obtain the material cheapest for the construction of those engines. What was the result? That he found that the bed plates of the engine, that the boiler plates of the engine, that the wheel centres, the tires, the tubings, in fact there was only one article he required in the construction that he could get cheaper than at Krupp's manufactory, the great German manufacturer of cannon. Krupp said, All right, if I am going to give you the other things cheaper you must take all from me; so that in fact the whole of the material for the 92 engines is coming from that manufactory, simply because he can make it cheaper than they can make it in the mother country. He makes it cheaper simply because he has wages at a lower rate than in the mother country. That is not all. If you go to the other colonies you will find that the same maker is supplying to Melbourne, and is supplying Sydney. I do not know whether he supplies Queensland, but I know these two places have purchased largely from him. Our government, for the necessary repairs to our lines, are also purchasing largely from him simply because he supplies these materials at a lower rate, and we, who have not merely a sympathy, but a practical sympathy with the mother country, would rather get our material from the mother country, even if we paid a little more for

it, than that we should be dependent upon a foreign country for the goods we required. I think the time will very soon come when England's eyes will be opened to the fact that she will have to treat her colonies like France treats hers, that she will have to treat her colonies and give them advantages over foreign nations, just like France treats her outside colonies, and that she will find unless she does that her trade will gradually diminish, and that she will not be able to command the trade she has been doing in the past. I contend that Mr. Foster the mover of this motion, in his very able address, has proved all the positions he has taken up. At first, when I heard him read the proposal I was inclined to think that perhaps it was a subject we had better not deal with, but having quietly read it through when it was put on the notice paper, there is nothing, so far as I can see, that needs at all to be altered. We are expressing an opinion to the mother country, that she should treat her own colonies a little better than she treats foreign nations, and that she ought to give them some slight advantage, the colonies at the same time being willing to reciprocate, and give her an advantage over foreign countries. It will be a benefit that will be appreciated on both sides, it will be an advantage to all of us, and I contend it will be a very considerable advantage to the mother country in the long run, as well as to the colonies. In time of war, as has been pointed out by the Hon. Mr. Foster, would it not be a great deal better for the mother country and the Empire in fact, to be self-sustaining, and not required to go outside its bounds for its own food, or for anything that it requires? If England does encourage the production of even grain, by putting a small duty upon grain coming from foreign ports, if she does encourage that production within the bounds of her own Empire, so much the better it will be for her, possibly, in some time of distress when she is at war with some great foreign power who at the present moment supplies her so largely with that necessary of life. Although, for a short time, the people may have to pay a trifle more, and it will be a very trifle, it will be better for them to do that, than at some future time find that they cannot get the food that they require in consequence of a war that may be raging at the time. I feel certain, in my own mind, that I am expressing the views of my own government in this matter. In our colony we have a protective tariff. We feel that so far as we are concerned, as part of the Empire, that we ought to do all we possibly can, not only to help ourselves, but also to help other parts of the Empire, and when I have been in office as Minister of Public Works, I have shown my practical sympathy to Great Britain in the case where Belgian manufacturers offered to supply us with a considerable quantity of rails at a lower price than Great Britain. I recommended my colleagues to give the contract to Great Britain, and pay the higher price, in preference to giving it to Belgium. We have been more than sympathetic, we have shown our consideration by practice. I will also refer to the colony of Victoria. At the present time that colony has shown her sympathy towards parts of the Empire where sugar-cane is grown, and where sugar is manufactured as against the foreign importation of beet-root sugar. They have a special tariff for the purpose of excluding that particular kind from their market. Personally I tried it when I was treasurer, when we were passing a tariff in our colony, I proposed the same thing with reference to South Australia, and I lost it only by a vote of one. I guarantee to-day, if tried, it would be carried by a large majority. I have great pleasure in supporting the motion.

Lord JERSEY.—Of course it is understood that upon none of the resolutions of the conference am I in a position to give a vote, and it would be wrong on my part to enter

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into a discussion on free trade or protection. I should like to point out to the conference that though it is entirely within its power to record its belief as to the practicable possibility of the first resolution, yet I think that it would be well to consider before that resolution is passed as to whether there are not some difficulties in the way. I mentioned just now with regard to the trade of Great Britain that more than three-fourths of it was, so to speak, trade outside the Empire.

Hon. Mr. PLAYFORD.—We are not proposing to touch that, we are only proposing that she should give a little advantage to her colonies.

Lord JERSEY.—Quite so, but, if Great Britain is called upon to break up the whole of her commercial system, there is no doubt whatever that that trade also will undergo an alteration of some kind.

Hon. Mr. PLAYFORD.—She would not do it all at once.

Lord JERSEY.—England would have to consider what effect any great change in her fiscal policy would have on this enormous trade, this over 76 per cent of trade which she carries on with the world ; and, as has been pointed out by the figures, a good deal of that trade consists of articles which are manufactured from the raw products of the colonies. The Honourable Mr. Playford has very truly said that there is a great disposition on the part of the Australian colonies, whenever they possibly can, to deal with the mother country, and I find from the Honourable Mr. Mackenzie Bowell's invaluable book that in 1891, in South Australia the import trade from the United Kingdom was £2,876,000 ; from Germany, where these carriages come from, it was only £322,000. Sir Charles Mills has handed me a paper which I will ask you to allow me to read :—

“ It may be useful to recall the figures of the trade of the United Kingdom as summarized by Sir Rawson Rawson for the year 1890, (and they are essentially the same for 1893)—and to avoid the use of totals, which convey very little to the mind, we may avail ourselves of the figures representing the percentage proportions. Adopting this method, we find that the colonies—excluding India, the Straits settlements, and Hong-Kong—represent 15.1% of the total trade of the United Kingdom, of which 2.7 represents the trade with North America, 7.5 the trade with Australasia, 2.2 the trade with South Africa (Cape of Good Hope and Natal) and 2.7 that with all our other colonies.”

I mention this, not to take any part in the debate, but to urge the conference to consider carefully as to whether they are so well satisfied that there is no practical difficulty in this great change which is proposed the mother country should make.

Hon. Mr. THYNNE.—Almost every other member has spoken before I have addressed myself to this resolution, because I have felt considerable difficulty in seeing my way to accepting it. I do not think the difficulties which I have seen have been in any way removed by the speeches of those who have expressed themselves favourably to this resolution. This is a resolution which, so far as I can see, is not likely to be productive of any immediate or very practical consequences. No one in this room will question the accuracy of the sentiments contained in the two portions of the preamble, but it is assumed by some of the speakers that because the preamble is true and correct that the resolutions are also true and correct, but I do not see the sequence between, say, the first resolution, and the two statements in the preamble. We all agree that the practical sympathy and co-operation and unity between the different parts of the Empire will be beneficial all around, but that does not prove the statement in this resolution that it is advisable, and also practically possible to make the customs arrangement mentioned in this resolution. What is the customs arrangement mentioned in this resolution ? It is put, in a general way, as an arrangement by which the trade within the Empire is to be placed on a more favourable footing than that which is carried on with foreign countries. That is nothing, to my mind, more or less

than adopting the French system of having a minimum and a maximum tariff. If it is to be carried out it involves the proposition that Great Britain is to put a tariff on those goods in which we deal with her, and on which she also deals with other parts of the world. The figures which Lord Jersey has been good enough to give us show that the whole of the colonial trade with Great Britain is only 15 per cent of the whole of her trade. If we delegates, representing the colonies, combine in making a request to the people of Great Britain to put on protective duties, or revenue duties, whichever you may call them, for the sake of pleasing 15 per cent of her customers, I think we are asking the mother country to do a thing we ought not to ask her to do. Apart from that, sir, we have to look at this question from two points of view. I have referred to the point of view of Great Britain. Is it a practicable thing to ask them to put on duties, and to so alter their fiscal system as to let our goods going into Great Britain have a preference over the goods of other countries? At present, it certainly is not. If we may forecast what may come in the course of a long future, it is another matter, and it is a matter which I think this conference ought to avoid dealing with as much as possible. I agree with my honourable friend Mr. Suttor in saying that this conference ought to confine itself to matters that are likely to produce early and practical results, and not allow ourselves to be drawn away into discussions which are more or less half-hearted, inasmuch as there is no practical responsibility attached to the opinions which are expressed in connection with it. With regard to the second part of the resolution, I am asked, as one of the delegates here, to express an opinion, and to commit my colleagues and government to an opinion that our colony should, on its part, so alter its fiscal system as to reduce duties, to discriminate between goods of other British possessions, and foreign goods; to alter our present system. All I can say upon that subject, Mr. President, is this. That question has never been formally considered by my colleagues, and I am not here to-day prepared, either to express an opinion of my own, nor to commit my colony, in the slightest degree, to any opinion upon the subject. If I did so, it may be it would not be acceptable to our Parliament, and it would be a very unfortunate thing, indeed, for the future of conferences, if when a proposal to call a conference together was made, each of the governments would say, Well, what are we going to be drawn into at this conference, what is going to be the result of it? At such and such a conference opinions were expressed which have led to very disagreeable results, and we are unwilling to expose ourselves to those risks.

Hon. Mr. PLAYFORD.—Or such of them as may be disposed. It is very carefully worded.

Hon. Mr. SUTTOR.—We are only saying that we are not disposed.

Hon. Mr. THYNNE.—I think the Hon. Mr. Suttor and myself both take the same grounds. I am not disposed to commit my colleagues.

Hon. Mr. PLAYFORD.—You do not commit yourself.

Hon. Mr. THYNNE.—I was proceeding to comment upon the second resolution. I was not referring to what might be called the mandatory tone, which the words no doubt contain.

Hon. Mr. FOSTER.—Where do they bear that meaning? That is a frightful word to use.

Hon. Mr. THYNNE.—In a sense it might bear that construction, but I am sure it is not intended. If the second part of this second resolution were so modified and altered

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so as to be a simple common corollary to the resolution which we passed the other day, I should be perfectly prepared to support it. The resolution we passed a few days ago, to enter into an agreement of commercial reciprocity, and so on, I think that would be a very wise and proper thing, if we recommended our several governments to consider the best mode in which they could, without delay, carry into effect this agreement of commercial reciprocity. But, to go further, and express general propositions which cannot, so far as we can see, be followed, within any reasonably near period in the future, by any practical results, I think is beyond the function of the conference, and I think it would be unwise for the conference to attempt to do so. In the present form of the resolutions, I regret I cannot give them my support, or in any way commit my colony.

Sir ADOLPHE CARON—Mr. Chairman—After the very interesting speeches which have been made on this very important question, I feel that it is hardly necessary for me to rise and take up the time of the conference. However, I do it merely to explain, or to explain away, as I understand them, some of the objections which have struck some of the gentlemen who have spoken with reference to the motion put forward by my colleague and friend, the Minister of Finance. Now, sir, I can say here, that I, for one, would be the last man before this conference, on the floor of Parliament, or in any other capacity, who would consent to be a party to any expression of opinion that could be looked upon as dictating to Great Britain, or interfering with the absolute liberty which, I think, not only she is entitled to, but which she succeeds in handling with such good results to the colonies, and to the whole Empire. I would be the very last man to stand up to defend a course which could be looked upon as dictating to Great Britain, much less, as expressed by my honourable friend Mr. Thynne that could be looked upon in the light of a threat against her. But, sir, I fail to see where the objection comes in, and I fail to see where one can trace any threat in the resolution of my honourable friend Mr. Foster. We have all agreed, and there is no dissenting voice upon the basis of the motion. My hon. friend Mr. Foster has expressed what we all feel, that the stability and progress of the British Empire can be best assured by drawing continually closer the bonds that unite the colonies with the mother country, and by the continuous growth of the practical sympathy and co-operation. To that portion of the motion there is no dissenting voice, we are all agreed. Hence, it is practically wasting the time of the conference to discuss it further. The second clause of that motion, I think, has been accepted without objection from any honourable gentleman. The last, and the only one which seems to have caused some doubt in the minds of some of the honourable gentlemen who have taken part in this discussion, is the last portion. To that one, and to that alone, I shall address myself, and I say, in reading it as attentively as it is possible for me to read it, I fail again to find that in that clause there is the least attempt at dictation, or the least symptom of a threat against Great Britain. Is it not the theory upon which the great self-governing colonies of the Empire all through our history, is it not, I say, the theory upon which we have been acting, that we wish, as much as possible, to be considered as the children of the great Empire, and, is it unnatural for us, as such, to believe that some discrimination should be made, or can be made, in favour of those colonies? We are contributing within our powers all we can possibly contribute towards the support of the Empire; for instance, the colony which I have the honour to represent here, has put its hands in its pocket; we have undertaken to build up great and important

public works, certainly in the interests of our colony, but we had also in our mind's eye the great and powerful influence which such works would have upon the Empire as a whole ; and, I think it will be admitted, that when we built the Canadian Pacific Railway we were contributing largely towards the strength of the Empire to which we are so proud to belong. Before submitting anything to the consideration of the conference, my honourable friend immediately begins by leaving everything in *statu quo* until the mother country has an opportunity of expressing her views, and of saying whether or not she considers it should be done. I say also, that I do not see how voting in favour of this resolution can compromise or commit any of the governments or colonies represented to-day around this board, because it is mentioned here, if it had been left out I could understand a strong discussion taking place, that before anything would be carried out the colonies would have a right to express their view, and to accept or reject it. Consequently, if it be so, that the motion, or the views embodied in the motion of my honourable friend cannot be applied without the concurrence of the several colonies, it makes it so absolutely safe that I do not see how any gentleman can, by voting, commit his government. Moreover, I am voicing, not only my own opinion, but I think that of my colleagues, when I say that this motion, however worded it is now, is open to any change that might be suggested by honourable gentlemen, provided of course the nature of the motion is not completely destroyed. I do not suppose that my honourable friend is wedded to the verbiage of this motion, and if there is anything that the honourable gentlemen consider necessary to suggest, I have no manner of doubt that sitting around this board, all anxious to do everything we can to improve, if possible, the excellent relations which exist between the colonies and the mother country, it ought to be easy for us to arrive at a conclusion that will be satisfactory to the members of the conference, and that will be fraught with good results to the colonies and to the Empire.

Hon. Mr. HOFMEYER.—I regret that, through ill-health, I have been unable to be here during the eight days you have been in session. I regret, moreover, that previous to appearing this afternoon, I was utterly unacquainted with the course of procedure, or the matter under consideration. I regret it all the more, because the language in which I have to address you, is not that which I am in the habit of using in my ordinary domestic intercourse, so that in this respect I labour under disadvantage as compared with the other members of the conference. I can say this, that the motion now under discussion, regarded in the abstract, has my thorough and complete sympathy, but yet, in its practical application, I am afraid there are difficulties which will preclude me from voting in favour of it. The motion, as it stands there, means this, that the colonies, one and all, are prepared, at once, to enter into a Customs Union, or something very analogous to it, with one another, to the exclusion of all foreign territory. I believe that the inhabitants of the Cape Colony are not able to do it. The Cape Colony is so bound up with the South African Customs Union, which has at least one outside member, that this matter would require very serious consideration. The one outside member I refer to is the Orange Free State, and in South Africa, we are most anxious, not only the Dutch party, but I may say the British, or Imperial, or English party, not only to retain the Free State but also to get another foreign State (the S. A. Republic) to join that Customs Union also. If we were to vote for this resolution I would practically vote in favour of the expulsion of the Orange Free State from our Customs Union. I know that a step of this nature would be most unpopular in South Africa, it would not be

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indorsed by the Cape Government, nor by the Cape Parliament or people. Therefore, for this reason I am not prepared to vote for it. I think it is highly necessary for the stability of the Empire, I can almost say for its existence, that a closer connection should be established, from a customs tariff point of view, between the United Kingdom and the different parts of the British Empire. I believe that the need of such closer connection is felt in various parts of the British Empire. I believe if the United Kingdom itself does not, within a limited number of years, come forward and say: "We are prepared to enter into such closer connection with our colonies; we are prepared to take goods from our own colonies under more favourable terms than from foreign countries," you will find the colonies will, for the sake of material benefits, turn to France, and the United States, and other powers, to obtain advantages of trade which they cannot get within the British Empire. I spoke at great length on this subject at the Colonial Conference, in London, in 1887, and I think my views are pretty well known in Canada. I believe in going a little further—that something more should be done for the defences of the Empire by the various colonies. But how about the sinews of war? I am afraid if you are going to depend on subsidies, the sinews of war will not be provided by the colonies to such an extent as is necessary. You will have to depend upon a tax to be borne by the whole Empire. And what tax would be popular? None, except such as conveyed to the minds of the colonies and of the Empire, the impression that while they are paying the tax, they are at the same time benefiting themselves in the markets of the Empire. Therefore, it was that in London in 1887, I proposed that over and above the various customs tariffs of the various colonies of the British Empire there should be an additional tax levied on foreign importations from abroad, and that the proceeds of such a tax should be used for imperial defence purposes. On the matter of cable communication I am a day late. I find that our cable communications, regarded from the defence point of view, are utterly ridiculous and absurd. If a naval war were to break out to-morrow with some power like France, or with almost any European naval power, the Cape Colony, for instance, would at once find itself cut off from all cable communication with the rest of the British Empire. British fleets returning from the East touching at the Cape of Good Hope at Table Bay for information as to what had occurred abroad, in the course of the war, would get no information whatever, because it so happens, that although we have cable communication with Europe both by the east and west coasts, each of these cables is a shallow water cable and touches the territories of European powers at half a dozen places, and it stands to reason that such cables would be cut and broken or blocked at the outbreak of a war. Even if they were not taken up or cut, the European powers at war with Britain would not be so kind as to pass intelligence to the British admirals and generals abroad. So much for the Cape. And Australia is similarly situated. If a war were to break out to-morrow their cable communication as it is at present would be cut off at once. To a great extent their cable communication with Europe is a very shallow water one and touching the territories of the various European powers at several points. Of course the conference has to some extent dealt with this Australian difficulty by passing a resolution in favour of the deep sea Pacific cable, a resolution for which I certainly would have voted if I had been present. What we at the Cape require, what the Empire requires, is a deep sea cable taking in Ascension, St. Helena and the Mauritius. Such a deep sea cable would probably not be a paying cable from a commercial point of view. There



would be a short fall on working such a cable, and that short fall would have to be made good. My idea was that such a short fall could be made good, as I proposed in London, out of a tax on foreign goods imported into the Empire from abroad. Taking all these points into consideration, I am most strongly in favour of discriminating against foreign importations; but, Mr. Chairman, at the same time, I am afraid that the matter is not one that can be carried into immediate effect. I believe, and I am sorry to believe — if my belief is groundless Lord Jersey will correct me — that Her Majesty's Government and Her Majesty's Parliament are not prepared to favourably entertain a differential tariff in favour of the colonies. Well, Mr. Chairman, I have been going somewhat beyond the immediate resolution before you. I was not here at the opening, and probably I have repeated what has been said before. If I have done so, I crave your pardon. I cannot vote for the resolution as it stands, but I do not care to vote against the resolution as it stands. Therefore, I intend taking refuge in an amendment—an amendment which, if it serves no other purpose, will salve my own conscience. My amendment reads thus:—

That this conference, in view of the resolution on commercial reciprocity unanimously adopted on the 30th June, deems it desirable for the present to leave the practical initiation of reciprocal customs arrangements to separate agreements between the colonies and Great Britain, or between any of them.

If Mr. Foster presses his resolution as put before the conference, I think it will not be carried by a strong majority. The unanimity with which the resolution of the 30th of June was carried would be broken, and it would not carry conviction to the mind of the outside world as to the unanimity of the colonies on this point. I, therefore, deem it expedient that we should be satisfied with half a loaf, and that this amendment should be accepted instead of the motion as it stands.

Sir HENRY DEVILLIERS seconded the resolution.

HON. MR. FOSTER.—Before it comes to a vote I am going to propose some alterations in my motion.

The PRESIDENT.—There is now before the chair the original motion and Mr. Hofmeyr's amendment.

HON. MR. FITZGERALD.—The members of the conference are anxious to hear how Mr. Foster regards this amendment.

HON. MR. FOSTER.—I propose, if the conference will allow me, to say a few words at the close of the debate, as I suppose the mover of the motion has a right to meet some of the objections, which I think can be removed. In the meantime I would like to say that I will make some verbal alterations in my motion. In the second resolution one of my friends here has said that he finds it difficult to think that it is a practical possibility. Maybe I am asking the conference to go too far if they are asked to affirm their belief in the practical possibility. I do not want to burden the motion, so I propose to strike out after the words "advisability" the words "and practical possibility," thus making it read that this conference records its belief in the advisability of a customs arrangement between Great Britain and her colonies by which trade within the Empire may be placed on a more favourable footing than that which is carried on with foreign countries. That is quite strong enough and it will take away the one objection of Mr. Thynne. Then, in the second paragraph, the criticism of Lord Jersey is perfectly apt. I stated in my address I took it for granted they would give us the power we ask, and it would be well not to put that in. I ask

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Lord Jersey how it would do to put in after the word "view" or "with the concurrence of the British Government," etc.

Sir HENRY WRIXON.—"Or when empowered so to do."

Hon. Mr. FOSTER.—That may be better. After the word "view" insert the words "when empowered so to do." That takes away the objection that we are anticipating power which had not been granted to us. Mr. Fitzgerald objects to the words in the first part of the second resolution, "that pending the assent of the mother country to such an arrangement in which she shall be included," and thinks it is advisable to strike that out. My idea is this: We, in Canada, have not the least doubt—we have grown up with the idea—that Great Britain will consent, and I am rather surprised that it is not the opinion all round. I believe there are practical difficulties in the way, and it was to cover that that we should not wait and do nothing until Great Britain came to that frame of mind that she should allow us some advantage—but that until she can see her way to do so, we would go on and do something that was practically possible amongst ourselves. I cannot see that this is really objectionable.

Hon. Mr. FITZGERALD.—If the words "when empowered so to do" are inserted, surely they render the other words unnecessary, because "when empowered so to do" involves the fact that England has consented to give you what is required.

Hon. Mr. FOSTER.—"Pending the assent of the mother country"—the assent of the mother country is the assent to enter into a customs arrangement with all the other colonies on mutually favourable terms. It does not refer to the other point of the power we ask her to give us.

Hon. Mr. FITZGERALD.—"Pending the assent of the mother country."—I did not understand what Mr. Foster's intention was. Others may put the same interpretation on the words which I have put on them. What is the objection to the words being left out? If England did not come in, it will then be quite possible for the conference to go on this basis.

Hon. Mr. SUTTON.—There are two distinct stipulations. I would like to see these words excised. I do not see the necessity for them at all.

Hon. Mr. FRASER.—We have come up all the way from Australia to meet Canada with a view of increasing our trade with Canada. The mother country has not only assented to our mission, but has sent a representative to assist us in all our deliberations, and I do not see the necessity for toning down the words.

Hon. Mr. FOSTER.—I want to explain to Mr. Fitzgerald why I think these words are necessary. There are two propositions: one is that we shall have a large customs union taking in the Empire, and the other is, if we can not get that, until we can get it, we content ourselves with a smaller one, if possible. If you do not put the words in you lose the sequence between the two ideas. If the conference thinks that the sequence would not be lost and that it would be equally explicit without them, I would be glad to assent to Mr. Fitzgerald's views.

Hon. Mr. FITZGERALD.—How would it do to say: "If the Government of Great Britain declined to be included in such arrangement, it was desirable, etc."

Hon. Mr. FOSTER.—I attach a good deal of importance to the idea in the first resolution.

Hon. Mr. FORREST.—Might I ask Mr. Foster a question? I will just read the resolution that we arrived at the first day:

That provision should be made by imperial legislation enabling the dependencies of the Empire to enter into agreements of commercial reciprocity, including power of making differential tariffs with Great Britain or with one another.

The question I would like to ask is this—How much further does this go than that resolution ?

Hon. Mr. FOSTER.—To my mind it goes just the essential step further. That resolution asks that we shall have power, and this resolution affirms that we ought to exercise that power when we get it. It just goes that step further.

Hon. Mr. THYNNE.—There are two resolutions and two preambles, and the first resolution goes beyond that. It seems to me that this resolution goes beyond and opens up the wider question.

Hon. Mr. FORREST.—I would like to make a further remark with regard to the opening remarks of Mr. Foster. I must say that with most of them I have great sympathy—speaking for myself personally—particularly with respect to what he said about the possibility of the development of the Empire. This development is coming as certain as I am here to-day, and I think in the future the colonies of Great Britain, the colony of Canada, the Cape, Australia and other British possessions will be capable of producing as much raw material and consuming just as much from England of her manufactures as the whole world is taking from her to-day. But that day is not now, and in the meantime, we have got to be very careful and take no steps that will interfere with England's trade. Now, if I might be allowed to say so, we are reasoning from the wrong premises. We are reasoning from the idea that England is losing her foreign trade. There is no statistical information to bear out that statement in any shape or form. During the last decade England's foreign trade as compared with the trade of the world has not decreased.

Sir CHARLES MILLS.—Yes, it has.

Hon. Mr. FORREST.—I say no. We are also arguing from the premises that the trade of England with her colonies has increased proportionately much faster than her foreign trade. This is not the case. During the last decade the relative proportion of the trade as between England and her colonies and between England and foreign countries has not increased. That is to say, that the proportion of increase of trade with the colonies has not been so great as the proportions of increase with the other parts of the world. We better make ourselves sure of the facts before we build up arguments.

The PRESIDENT.—Is the conference ready for the question ?

Hon. Mr. FITZGERALD.—Might I suggest another slight amendment which will tend to improve the motion. That after the word "products" there should be the words "in whole or in part."

Mr. LEE SMITH.—How does it read now ?

Hon. Mr. FOSTER.—It reads now as follows :

Whereas : The stability and progress of the British Empire can be best assured by drawing continually closer the bands which united the colonies with the mother country, and by the continuous growth of a practical sympathy and co-operation and all that pertains to the common welfare ; and

Whereas : This co-operation and unity can in no way be more effectually promoted than by the cultivation and extension of the mutual and profitable interchange of their products ;

Therefore resolved : That this conference records its belief in the advisability of a customs arrangement between Great Britain and her colonies, by which trade within the empire may be placed on a more favourable footing than that which is carried on with foreign countries ;

And further resolved : That until the mother country can see her way to enter into such an arrangement, it is desirable that, when empowered so to do, the colonies of Great Britain, or such of them as may be disposed to accede to this view, take steps to place each other's products, in whole or in part, on a more favoured customs basis than is accorded to the like products of the foreign countries.

## Colonial Conference.

Sir HENRY DE VILLIERS.—The position of the mover of the amendment and myself is this: We do not like to sound a note of discord and therefore in case the amendment proposed by Mr. Foster meets the approval of all the other members of the conference, I understand in that case Mr. Hofmeyr will not put his motion but will withdraw it, and then we shall have to decline from voting altogether for this reason. That we have in Cape Colony a customs union with the Orange Free State, and we hope to enter into one with the South African Republic and we should be afraid of compromising ourselves in any way with regard to that customs union. The position is this: in case the other members of the conference are agreed to the resolution, Mr. Hofmeyr will withdraw his amendment and the Cape delegates will not vote on the resolution.

Mr. HOFMEYR.—The words in Mr. Foster's resolution strictly limiting the proposed different trade arrangements to the British Empire puts the South African Customs Union out of court.

Sir HENRY DE VILLIERS.—If there is no unanimity amongst the other members of the conference then we can press our amendment.

The PRESIDENT.—Do not these words apply exclusively to Great Britain, and not to the Empire?

Mr. HOFMEYR.—The position I take is this: If anything of a practical nature is to come out of this resolution as it stands, negotiations would have to take place between the various colonies. Then it would be for the Cape to inquire whether we should adhere to our own South African customs union or go in for this closer union with the rest of the Empire. Now if I, as a practical politician for the Cape, were to vote for the resolution as it stands here, "that this conference records its belief in the advisability of a customs arrangement between Great Britain and her colonies by which trade between the Empire and her colonies may be placed on a more favourable footing than that which is carried in with foreign countries," I would practically vote for the exclusion of the Orange Free State from the South African Customs Union. I cannot do that. It would be committing political suicide, and I do not see my way clear to voting for a resolution containing these words. I cannot see any other way out of the difficulty. If the rest of the colonies agree among themselves with the resolution I would not put my amendment.

HON. MR. FOSTER.—Just a word or two with reference to this resolution before it comes to a vote. Let me now read the resolution. I will not read the preamble because it is unnecessary. The first resolution will read:—

"That this conference records its belief in the advisability of a customs arrangement between Great Britain and her colonies, by which trade between the Empire may be placed on a more favourable footing than that which is carried on with foreign countries.

"And further resolved: That until the mother country can see her way to enter into such an arrangement, it is desirable that, when empowered so to do, the colonies of Great Britain, or such of them as may be disposed to accede to this view, take steps to place each other's products, in whole or in part, on a more favoured customs basis than is accorded to the like products of foreign countries."

Now I, in the first place, want to say this: That I argued from certain data in drawing up this resolution. I found that in the first place the representatives of the Australasian colonies, had raised their voice on high, as my friend put it, to obtain from Great Britain a certain power—to do what? A power to make favourable arrangements amongst themselves in Australasia, which carries, of course, of course, the idea of preferential treatment. That I supposed was an issue which had been practically settled. Then I found the Australasian delegates at this conference moving themselves, and getting a resolution passed with which we of course agreed that Great Britain should take away

one other disability which already existed with reference to themselves and would grant them the power to enter into preferential arrangements with other colonies than those of Australasia, to wit: with Canada or with the Cape. Arguing upon these two data, I came to the conclusion that there would not be and could not be the least opposition to the second resolution, which to my mind is just an essential step further, and says: Now as we have asked these powers, and have got them in part, and wish to get them in whole, until we do get them, we do not propose to lie still and do nothing, but we will go that further step to which these other resolutions led up to and we will, if we possibly can, put the products of each other, some of them or all of them as it appears best to us, upon a favoured or preferential basis. The sequence is so logical and so necessary, that it never once entered into my mind that any person could raise the least objection to them. As to the wording, I tried to draw that resolution as carefully as possible. It was a little misapprehended, and with the necessary changes suggested by Lord Jersey, I think that it should be satisfactory to any member. How can we disagree? Now I also reasoned by analogy on the first one. I said to myself: "In Canada we have discussed that whole question. We have threshed it out, and we are firm in the belief, if Great Britain could be induced to do this, if she could see her way clear to do it, it would be of great benefit to Canada," and we have offered our opinion in that respect to Great Britain. What she may do with it, I know not, but I had not the least idea that anyone would raise the objection that it would be unwise for us to express the opinion as to the advisability of such a wide, beneficial customs arrangement, on the plea that Great Britain might not take it well, as it would be interfering somewhat with her commerce, maybe largely with her commerce. Then we voted unanimously in this conference to ask Great Britain to tear in pieces the treaties of 1862 and 1865, that the favoured-nation clauses would be an impediment towards making any such customs arrangement, and it was for us to get rid of the disabilities. Did it not involve the changes in her trade which some of the English statesmen have said would be almost a crash, a revolution, but we did not think we were debarred from offering our opinion on this matter. What more are we doing here? Offering an opinion as an expression of belief that it would be advisable if a customs union could be brought about. Therefore, to reason strictly upon lines that have been laid down at the outset, at this conference, I did not look for the least opposition on these grounds. I thought I was building up a superstructure, if we proposed to be consistent with what we have done, and to do a little more than merely pass resolutions. I recognize the disability of my friend from the Cape. He is a practical politician and circumstances there are of a certain kind, and the avowal that he has made that such is the position at the Cape, that even if Great Britain were to offer to come in on more favoured footing that their colony would not be able to enter into that contract.

Hon. Mr. HOFFMEYER.—So long as the customs duty is on its present basis. Of course, we will consider the new position of affairs when they arise.

Hon. Mr. FOSTER.—You would only have to consider the new position, as far as my first resolution is concerned, when that contingency arises. Is it possible that the Cape, a British colony, does think that a customs union with some other countries in Africa is more than a compensation sufficient to keep it out of the Empire, if such a contingency should be brought about? The difficulty I think is not so strong as it might be, and I put this to the delegates from the Cape—I ask them whether or not they are

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putting themselves in any false position at all by assenting to this proposition. Suppose that Great Britain to-day should come and say: "I will make such an arrangement with every part of the Empire and we will have trade within the Empire." Cape Colony would agree to it, or if not, it would have to be an immense compensatory advantage to keep her out of such a broad trade relation. Well, now, this difficulty will not occur, Mr. Hofmeyr, until Great Britain does assent to it, so the difficulty, even if you voted for it, would be no greater than if you did not vote for it. However, I will leave that entirely with my friends from the Cape. They have stated their position frankly, and I wanted to see how it was. Now for my good friend, Mr. Suttor, I just address to him the arguments I have to the others: How far do you bind yourself or your government? The terms of this resolution were drawn up purposely, so widely and in such an elastic way that if you made an arrangement with Canada on one single product for another single product, it would meet the condition. More than that, if your government is not disposed to that view, it is not bound by this at all, because the resolution does not bind anybody who is not disposed to be bound by it. I tell you what I do think, it is well we should do. What are we here for? Where are we from? Gentlemen, you have come from the distant parts of the earth at great expense, taking up our time with the eyes of the world upon us; we are here, for what purpose? To get cable communication. On what basis?—an extension of trade, and you would not get the sympathy of a single Canadian unless you should join in extension of trade, with the other conditions. What are you here for? To go back to your governments and be just as you were before? Are we not here because we want to make arrangements one with the other, and it seems to me that every resolution that we pass at this table if it is to be of any consequence at all, must be followed by practical action. This is the second step of practical action. Granted we come together, granted we ask for power, granted we get the power, are we disposed to say before we leave: We will wait until we get these powers, or will we at once enter into negotiations, in order to be practical on this point? "If our governments are disposed to do so," that is as far as we bind them. I would be sorry to see this conference break up and resolutions reached, just as they are to-day, without getting some practical profit by having trade relations with each other extended for the good of each other. That is as near as I can go, and as far as I can go. Much has been stated about the reference in the first part of the resolution as regards Great Britain. I want to say this one thing on that very question of wheat: There is a broad debatable point. How many years will it be, sir, before the United States will cease to send a single bushel of wheat to Great Britain? Not long. The available arable lands of the United States have been taken up. The productiveness of her wide acres is diminishing year by year. The amount of her land which is now going out of wheat cultivation is great, and the fact that the people are becoming wealthier is having its effect. The lands are being taken up in parks and grazing grounds and her population is increasing at the rate of 2,000,000 of people a year. It takes a good many bushels of wheat to be mashed into food for sixty-two millions of people. Sir, the time is coming when Great Britain will look to her colonies almost entirely for her food supply. Go down to Montreal to-day and ask the price of a loaf of bread. Get the price and put it in your note-book. Go back six years and ask the price of a loaf of bread. Put that in your note-book. Get the price of the flour then and the price of flour to-day. You will find that the price of wheat to-day is exactly half what it was then and yet the artizan pays the same for his loaf that he did six years ago.

Take the course of French history, where they have placed increased duties on wheat and breadstuffs year by year. Take statistics and read them as to the price of wheat and the flour and the duties placed upon them. Ask whether or not the price of the loaf has risen in connection with it and then come back to whether or not it is not possible that Great Britain might put a slight discriminatory duty upon wheat and her artizan and her labourer pay not a single cent more for his loaf than he does to-day. Sir, suppose he did. There is something higher than that. It is all very well that a man should have a loaf at one-tenth of a penny less, but it is a deal better that he should have the wages to buy that loaf. Sir, the amount of competition taking place in England to-day is narrowing the scope of the wage-earners, and this is shown clearly by a review of her industrial situation. I just simply want to point out this, that we do not ask Great Britain to make a revolution. We do not give it as our opinion that she ought to. There are two or three things in which she can materially aid the colonies in the long run, to her own interests; even the slightest action would give new life to the production of grain in the colonies, and more than that, make a thrill go through every part of the Colonial Empire, that Great Britain, at least, has recognized that her colonies were to be treated a little better than other countries. One point more, and that is this: that the British Empire must stand or fall together. It must stand or fall together, and in twenty years' time, the larger part of Britain will be outside of Great Britain. You may say: Wait till that time comes. I believe in the fertilizing power of ideas, and I would like this idea sent out by this conference, that it is the thought of the Colonial Empire that some such relations shall take place as near as it possibly can, by which the solidity, coherence and development of the outlying parts of the Empire would be assisted. Let it lie and fertilize, though it does not bring forward an immediate result. Nothing has ever yet been accomplished until ideas have been sown and taken time to germinate. If that goes from the conference what good may it not do?

Hon. Mr. HOFMEYER.—Suppose that as a result of this resolution being carried we should learn in a few months' time against ever the most sanguine expectation of the most sanguine of us that the United Kingdom is prepared to go into a customs arrangement of the kind sketched in this resolution, then what Cape Colony would have to do is this, she would have to call a meeting of the various members of the South African Customs Union. She would put these points to the delegates of the Free State. She would say: "Here is the British Empire prepared to admit all our goods from Cape Colony and from South Africa at more advantageous terms than from the rest of the world, would you, the Free State, be prepared to throw in your lot with us and become from a fiscal point of view part and parcel of the British Empire? Would you be prepared to admit the goods of the British Empire at more advantageous terms than goods from the rest of the world if the Free State got their goods into the United Kingdom on similar terms?" It is quite possible the Free State would say: "Certainly we will do that." Or they may express a contrary resolve. The action of the Cape would greatly depend on that resolve. I should like Cape Colony to be left at liberty to negotiate with the Orange Free State, either to bring her into the Imperial Customs Union or to remain outside with her, if necessary. At present I am not authorized to vote for a resolution practically including our S.A. Customs Union. Notwithstanding Mr. Foster's eloquence I cannot change my position.

Mr. LEE SMITH.—Mr. Foster said that to be consistent we ought to pass this resolution simply because we passed a resolution yesterday asserting "That this conference

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is of opinion that any provisions in existing treaties between Great Britain and any foreign power which prevent the self-governing dependencies of the Empire from entering into agreements of commercial reciprocity with each other or with Great Britain should be removed." Now I hold that our voting against this resolution does not show that we are denying the proposition of the other day. Mr. Foster has asked us to go into quite a different question. I affirm that the mere proposition that we proceed to carry out this mere mutual customs basis would be of more importance than this resolution. I can vote for it as amended.

Hon. Mr. THYNNE.—I cannot give my hearty support to the motion. I think we should let it stand until to-morrow morning.

Hon. Mr. FOSTER.—There is no objection to holding it over until to-morrow morning.

The debate on the motion was adjourned and the conference adjourned.





## Colonial Conference.

OFFICE OF THE MINISTER OF TRADE AND COMMERCE,

OTTAWA, 6th July, 1894.

The conference resumed at 10 a.m. HON. MACKENZIE BOWELL, President, in the chair.

Delegates present :

- The Imperial Government—{ THE RIGHT HON. THE EARL OF JERSEY, P.C.,  
G.C.M.G.
- Canada—HON. MACKENZIE BOWELL, P.C.  
HON. SIR ADOLPHE CARON, P.C., K.C.M.G.  
SANDFORD FLEMING, Esq., C.M.G.
- Tasmania—HON. NICHOLAS FITZGERALD.
- New South Wales—HON. F. B. SUTTOR, M.L.A.
- Cape of Good Hope—SIR HENRY DE VILLIERS, K.C.M.G.  
SIR CHARLES MILLS, K.C.M.G., C.B.  
HON. JAN HENDRICK HOFMEYR.
- South Australia—HON. THOMAS PLAYFORD.
- New Zealand—ALFRED LEE SMITH, Esq.
- Victoria—SIR HENRY WRIXON, K.C.M.G., Q.C.  
HON. NICHOLAS FITZGERALD, M.L.C.  
HON. SIMON FRASER, M.L.C.
- Queensland—HON. A. J. THYNNE, M.L.C.  
HON. WILLIAM FORREST, M.L.C.

### TRADE WITHIN THE EMPIRE.

Hon. Mr. FOSTER.—In relation to this motion the conference heard yesterday the statement made by Mr. Hofmeyr, and the position of the Cape Colony delegates. Mr. Hofmeyr has had a conversation with me this morning, and has made a suggestion, to which, for my own part, I do not see any great objection if it does not destroy the continuity and force of the resolution, and I do not think, upon first blush, that it does. I will mention it to the conference, and if the conference agrees to it, I shall be only too happy to meet the Cape delegates in that respect. I am assured that some of them, at least, have very strong sympathy with the principle of the motion which I have introduced, and are very sorry to decline to vote, or to vote against it ; but at the same time they are confronted with peculiar circumstances in their own country, and which we, as a conference, must be sympathetic with. The proposition is simply this, that we shall add the South African Customs Union, of which I believe the British colony forms by far the most important part—nineteen-twentieths, I am told ; that if this motion be carried, as I hope it will be, we shall add at the end of this motion, for the purposes of this resolution, that the South African Customs Union be considered as a part of the British Empire ; or, if we cannot say “of the British Empire,” that it be considered as a part of the territory to be included within the

scope of the resolution, which would be better, because it would scarcely be fair to say it was part ; that for the purposes of the above resolution the South African Customs Union be considered as territory to be brought within the scope of the resolution.

Sir CHARLES MILLS.—Capable of being brought within the scope of the above resolution.

Hon. Mr. FOSTER.—Yes, that would be perfectly satisfactory ; I am sure that, so far as Canada is concerned, if we could make an arrangement in any certain articles with the Cape, we would have no objection. I would like to have Lord Jersey's opinion on this. Then one of the delegates, in speaking with me, finds still a difficulty in voting for this ; and the ground of his difficulty is this in brief : For instance I will make it personal to Canada, and put myself in his position. Canada is a protective country. We believe, rightly or wrongly—and we have acted on that belief—that to develop our own industries in the peculiar circumstances in which we were, we had to have something more than revenue duties. We have developed these industries ; we would not care to see these industries destroyed now. There are certain of them which, even if Great Britain were to assent to this, and make an arrangement, we would not wish to imperil. All this resolution binds us to do is to put the goods of Great Britain, in whole or in part,—whatever may be negotiated and come within the scope of this arrangement,—if it is finally completed, on a more favoured basis than we put the goods of a like kind from a foreign country. So that it would not necessitate the destruction of cherished and very vital interests in the colonies, but it would give them this chance. Put whatever reasonable protective duties you may impose, goods will come in from foreign countries ; and if you give Great Britain, with reference to these manufactured articles, a better position than the foreign makers, you would give her a decided advantage, and that brings you within the scope of this resolution. Therefore, I do not see how I, as a protectionist, and coming from Canada, could object to this resolution on that ground for fear that by its being carried out we will be obliged to destroy great and vital industries. We would simply be obliged, in the spirit of the resolution, to give the British manufacturer a better position in competition in our market than foreign nations ; and I present that view of it with all earnestness to any delegates who may have looked upon that as a bar, and ask them to think it over before deciding. More and more as I think of this, I am convinced we ought to pass it ; and I am convinced that no harm, but a great deal of good, would come from it. Since our meeting yesterday, I have read the utterances of very influential newspapers in Great Britain ; I have read the statement made by the Premier of your Cape, Mr. Rhodes. I have read the comments in the British papers upon that ; and you may depend upon it, that, in the British Empire to-day, the seed has more than sprouted ; it is germinating, the idea is growing, and it is going, ultimately, to bring the different parts of the Empire together in some way, in spite of all the doctrinaires that live and breathe on the face of this earth. The Empire is not about to go to pieces ; and there is a spirit which is willing to make sacrifice, of even long cherished ideas, in order to cement the Empire, and keep it together ; and it is an enlightened and civilized selfishness that will bring us to it, if nothing else does.

Lord JERSEY.—Mr. Foster has asked me if I could give my approval, on behalf of the British Government, to those resolutions. I am afraid I must answer him that it is not possible to do that, because, were I to express approval of these resolutions, I should be to that extent stating that Her Majesty's Government would approve of them, and I cannot do that.

## Colonial Conference.

Hon. Mr. FOSTER.—The question loses some of its force when we decide not to say that the South African colonies should be considered a part of the British Empire. We have said that it should be considered as territory to be included. I have my doubt as to the propriety of saying it should be part of the British Empire.

Lord JERSEY.—As I explained yesterday, I could not do that; but there will be no harm in the words that the South African Customs Union is to be considered as within the purview of this resolution. It is a difficult question to answer, because the Orange Free State forms no part of the British Empire, though for purposes of its own, it has entered into an agreement with the Cape Colony. It is a diplomatic question, which I do not think I can answer.

Mr. LEE SMITH.—I promised yesterday to vote for these resolutions, but, after consideration, before carrying out that promise, I should like to ask you with regard to the first one, whether you mean by that resolution, that you would expect Great Britain to give an advantage by imposing duties on the products sent from other countries in favour of us; because, if that is so, I could not vote for it. I am prepared to vote in this direction, that the colonies may give as much away as they like to Great Britain, but I should not like to agree to vote for any resolution which would imply that Great Britain, in response to that, would place duties on the products of other nations. I think, this is complicating the question. I should like to see all the colonies place the goods of Great Britain on a better footing than the goods of other nations, and I should like to see a concession made between the colonies themselves; but I should not like to commit this conference to the proposition that Great Britain, in response, as a matter of reciprocity to us, should place other nations at a disadvantage by doing what they would have to do to benefit us, viz., to place duties on goods of other nations. I do not think it is possible to do that; I do not think the British Government would listen to it for a moment. It is quite unthinkable, and in the long run would hurt us.

Hon. Mr. FOSTER.—We must be perfectly frank, and as the question was a frank one, I shall be frank in answering it. Great Britain is to be the arbiter in that matter; she has to look to her own interests, and if she does not see fit to enter into this arrangement, she need not. There is no harm in a son going to a father, and asking for a friendly arrangement, which he thinks would be of advantage to him, and the son as well. There is no way by which Great Britain could give the *quid pro quo* on the list of articles which she has already dutiable; and it would resolve itself into this, that Great Britain could, as the proposition states, treat our commerce more favourably, in whatever particular she liked, against foreign countries, and that could only be done by placing duties on goods of foreign countries. With regard to the other generous and good sentiment of Mr. Lee Smith, whereby he is quite willing the colonies shall give everything to Great Britain, and Great Britain give none in return, I say, as far as I am concerned,—and I think as far as Canada is concerned,—the day will be considerably distant when we will propose, if it is not to our advantage somewhat, to give very great commercial advantages to the British Empire without receiving something in return. Commerce is inexorable, sentiment is free; and when it comes down to a point of arrangement between those that have the entire power of their fiscal arrangements between themselves by the constitution and the law, it will proceed on to a commercial basis, and a fair consideration, and a fair distribution will be asked for.

Mr. LEE SMITH.—It would be easy to show how we should get an advantage by that.

HON. MR. FOSTER.—If we did, we would have the compensation we agreed to.

MR. LEE SMITH.—We should get a larger exporting power by giving Great Britain that differential tariff, but it is impossible to ask Great Britain to give us something like that.

LORD JERSEY.—I will enlarge my answer to Mr. Foster, and say that it strikes me that if the Orange Free State, being a distinct nation, were included, it might and would be argued that the most-favoured nation clause would have to come in.

HON. MR. FITZGERALD.—Certainly France and Belgium would have something to say.

HON. MR. FOSTER.—It might be ; but we have asked that those disabilities be removed ; this could not take place until they were removed. The disability must be removed before we can enter into the arrangement contemplated by the first resolution between Great Britain and her colonies.

HON. MR. SUTTOR.—It seems there is a great deal of force in the objection raised by Lord Jersey to including the Orange Free State. We shall get into trouble, if we allow any one foreign territory to be placed in the same position as the colonies. With regard to the proposition submitted by Mr. Foster, I think the objection is this : We ask England to be good enough to assist the trade between the colonies and England, to enlarge and increase the trade between the colonies and the mother country by putting duty on foreign goods. For the sake of argument, we will say that England proposes to put a duty of 10 per cent on foreign goods received into England, and allows the colonial goods to go in as at present, under no duty at all. The position would surely be this : England would say to her colonies :—"We have now handicapped the foreign trade in favour of you, to the extent of 10 per cent ; we will allow your goods, as we always have done, to come in free : are you prepared to reciprocate and allow all our goods to come into your territories free?"

HON. MR. FOSTER.—That would be most unfair.

HON. MR. SUTTOR.—Why ?

HON. MR. FOSTER.—We have 30 per cent on woollen goods ; if England gives us on equal volumes of trade a differentiation of 5 per cent, is she so unfair that she would ask us to give her a differentiation of 30 or 40 per cent ?

HON. MR. SUTTOR.—But if we are going to enter into such an arrangement as this, that she is going to check the introduction of foreign goods to assist her colonies, in order to increase the volume of trade between the colonies and herself, she may fairly ask us to reciprocate and allow her to send her manufactured goods on the same terms that she receives our products. I want to ask my fellow delegates if they are prepared to pledge their governments to that extent, that in the event of England allowing our goods to go in in that way, and taxing the foreign goods, we are prepared to reciprocate and allow the manufactured goods of England to come into our ports free. I for one, must say that I am not prepared to do that.

HON. MR. FOSTER.—I must protest that that is not a fair statement of the case. No man carrying on business with a business man would attempt for a moment to do business in that way. When two business men come together to talk about business, they are supposed to ask only fair advantages of either side, and one man does not say to the other " You give me £10 and I will give you £1." Neither would Britain or other commercial communities make such requests. If Great Britain gives us to-day no

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advantage over another nation, we give Great Britain no advantage over another ; and if Great Britain comes and says " We will give you 5 per cent over another," will she ask us to give her 35 or 40 per cent advantage ? That would not be fair ; it is not contemplated. We send wheat to Great Britain, and get woollen goods from Great Britain. What is the volume of the wheat trade sent to Great Britain ? What is the volume of the wollen trade they send here ? If they give us 5 per cent on the goods we send there, we will give them 5 per cent on the same volume. That would be fair. But would not it be unfair to say " We will give you 10 per cent advantage on a million bushels of wheat, and we will ask you to give us 35 per cent advantage on a million dollars worth of goods in return." That is not a fair request. It is not a business statement of the case. It is not in the resolution, and it is not fair to the delegates to base an opposition to the resolution on a statement like that. Let us vote on this as it is ; but do not let us vote on an unfair statement of the case, and I must contend that is not a fair statement of the case.

Hon. Mr. FORREST.—I think in this particular case that probably Great Britain would say : " Doubtless you have a duty of 35 per cent, but we never admitted that the duty was a fair thing to start with." And I would ask members of the conference this question : Where does the fairness or unfairness come in ? Is it in Great Britain admitting our goods free ; or is it in the Australian or Canadian colonies charging a duty of 35 per cent ? You see, from a free trader's point of view, there is a strong argument on the other side.

Hon. Mr. FOSTER.—Yes, on the principle.

Hon. Mr. FORREST.—The mother country might also fairly say : " If you, say on a 30 per cent duty, will only allow us 5 per cent, what is to prevent you putting on 60 per cent, and saying we will only give you 5 per cent on that ?" And the principle would apply just as well. I think it is necessary for us to consider the matter, and ascertain where the unfairness is.

Hon. Mr. FRASER.—I can only repeat what Mr. Foster has so very clearly put. We have a duty upon wire in Australia. Now, German wire floods our markets. It is understood by all those who use German wire that it is not equal to the English wire, and yet, on account of the extreme cheapness, it floods our markets. Would it not be perfectly fair—nay, more, would it not be even desirable—that the Australian governments would place a duty of say one per cent—it would be probably quite sufficient—to handicap this German trade, and thereby increase the volume of English trade ?

Hon. Mr. SUTTOR.—You would allow the English wire in free ?

Hon. Mr. FRASER.—No, allow a duty to be put on both, but the differential duty in favour of the English wire, and of course that would certainly drive the wire trade from Germany to England, and Australia would be benefited by a similar volume of trade from Australia to England. That is as plain as can be ; and it is utterly unfair to expect that we would sweep away the whole tariff, because half a century ago we adopted a protectionist tariff. That would be utterly unfair ; England would never dream of such a thing.

Mr. LEE SMITH.—In reply to Mr. Suttor, Mr. Foster said it would be manifestly unfair to require from Great Britain a similar return to what we give ; is that so ?

Hon. Mr. FOSTER.—No ; I said it would be manifestly unfair to require from us a greater return than we received from Great Britain.

Mr. LEE SMITH.—Supposing there was a ten per cent duty, you ought to give them a similar duty. Great Britain imports about £24,000,000 of wheat every year. Now, putting the small duty of a shilling per quarter, which is 5 per cent upon it, would mean a taxation of £1,200,000 a year. How are you to take duties off in retail articles to meet that? It is impossible. The volume of trade is three to one. 75 per cent off the trade of Great Britain is outside the British colonies.

Sir HENRY WRIXON.—Eighty-five per cent.

Lord JERSEY—British trade with the British possessions is about one quarter of the whole volume, and it is 15 per cent only with the self-governing colonies.

Mr. LEE SMITH.—Well, it is worse still. If we get 5 per cent it is manifest Great Britain would be simply taxing her people for our benefit. It is perfectly unfair that you should carry such a system on. Our business is a small one. The only way we can assist Great Britain is by allowing her to get as free access as we can afford, to take her products into our colonies, and thereby help her, in the way of cheap duties to buy back from us. We should get British vessels coming from British ports, and thereby assist our people into a large market by lower freights and better exchange rates. You cannot expect Great Britain would be content with a similar reduction of duties, because one is a large volume of business and the other a small one, and the British people would not listen to it for five minutes. The true way is to encourage Britons to sell to us and then they must necessarily, by the laws of trade, be in a better position to buy of us.

Hon. Mr. FITZGERALD.—I think Mr. Smith's remarks would be more suitably addressed to the British people and the British Government. I think Mr. Foster laid down the position perfectly fair, that England's statesmen were well able to protect the interests of the United Kingdom, and they will not do anything to injure her people or her trade, and why should we put ourselves in a position of showing how it will affect England. She will not do it if she is not benefited by it.

Hon. Mr. THYNNE.—I think it would be well to define our terms. If 10 per cent were allowed off some article in Canada, 10 per cent would have to be put on in Great Britain. I think that must be a mistake. I think Mr. Foster meant that the total value, in money, of reduction of the receipts of Canada on the particular goods was the amount for which Canada would seek from Great Britain a similar concession; that is that they would impose such a duty on goods coming in as would amount to a preference, an encouragement to Canadian material to the extent to which Canada is reducing the duty on the other goods.

Hon. Mr. FOSTER.—That might be one way.

Hon. Mr. THYNNE.—That is the way in which the thing can be worked; but let us look at this: Are we going to recommend and to express ourselves of the opinion, after solemn consideration, that it is advisable for the British people to so interfere with their course of commerce and trade as to put on for Canada a particular duty, and on some article for the Australian colonies a particular duty on some other articles, and so mix up the general course of trade of their fiscal policy with regard to foreign trade as to put it in the utmost confusion? That would be the result which necessarily would come from tampering with the tariff arrangements from time to time, according to the treaties or arrangements with the different colonies. I think my friend Mr. Fitzgerald touched a very important note in this discussion; and it seems to me—I say so with

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respect—that a good many of the delegates here have acted and spoken with the same sentiment which Mr. Fitzgerald has spoken ; that is that England is well able to look after herself ; and we can quite trust her statesmen to do the right thing for England at the proper time. We need not take particularly into consideration the point of view in which Great Britain would have to look at these questions. I think that that attitude and that proposition is inconsistent with the resolution, because we are asked here to place upon record our opinion that, from all points of view, it is advisable. We say to Great Britain that it is advisable for Great Britain, and I certainly do not wish to be put in that position, which I think is a mistaken idea. We have expressed here the opinion that it is advisable, and members of the Conference have dealt with the question from a colonial point of view only. That is not; I take it, the position and the attitude which our delegates at this Conference ought to take. If we are going to pass a resolution which is intended to affect the position of Great Britain and her fiscal system, we are in duty bound to take full thought and full consideration of every element affecting the British position, just as well as we are bound to take our own into consideration. And I do not think we would be justified—in fact we cannot—speak on behalf of Great Britain with the same full knowledge, with the same long experience of her particular commercial relations, to the same extent as the Imperial Government and their official advisers can, through their long training and long experience and long study. I have not the presumption—and I think it would not be wise for any party of colonies to allow themselves to be exposed to the imputation that we are travelling beyond what is our real function at this conference, and endeavouring to dictate to the mother country the course of her fiscal policy, which, in the first place, is not likely to come into operation. And, in the next place, we must have some doubts, looking from the point of view of Great Britain, whether it is a desirable movement, in the interests of their particular trade and commerce. On the records, as the resolution stands now, Mr. Foster has been good enough to place on the record of this conference a practical possibility ; but in asking us to adopt the resolution he does not meet the objections to the resolution as it was first framed, because when we express our opinion here that we are to do it, that this customs arrangement is advisable, I think the practicable impossibility of it as a matter of early future politics, or practical politics, is apparent ; and I do not see why, at this conference, we should be asked to pass resolutions on which we can only at the best form a partial opinion, and upon which we are, I think, most of us, of opinion that it is not practicable or possible, within an early date, to have any practical result. I have given this resolution my most careful consideration, and I regret very much that I do not feel myself at liberty, for the reasons I have stated, to give it my support.

**THE PRESIDENT.**—Do you think it inadvisable we should have customs arrangements with Great Britain ?

**HON. MR. THYNNE.**—What I say is this : We have gone a certain length ; we have gone the length of asking the mother country to give us the power to make reciprocal arrangements between ourselves and the mother country, and I think this conference ought to be content with that, or with a practical resolution bringing that into effect.

**HON. MR. FOSTER.**—Why did not we ask it for the colonies only ? Is not this playing with the ball ?

**HON. MR. THYNNE.**—There is no member of the conference so sincere and earnest about having reciprocal arrangements brought about with the colonies as I am, and



there is nothing in the shape of playing with the ball in my attitude. I am perfectly sincere and in earnest. What I do object to in this resolution is this, that we are going beyond our functions, and in the first part of the resolution as it stands now, we are asked to dictate or to express an opinion upon the system of Imperial fiscal policy, while, if we confine ourselves to an expression of opinion something similar to that policy, or what would be still preferable, adopting the amendments Mr. Hofmeyr moved we would be doing what was right.

The PRESIDENT.—In my capacity as Chairman I do not wish to be interfering, but I suppose we are all interested in the same thing. The question I wished to ask you was whether you thought it inadvisable to have any such arrangement as that proposed in Mr. Foster's resolution with Great Britain; and I would add this: if it is advisable and advantageous for the colonies to have intercolonial trade between themselves, whether it be free trade or on the basis of modified tariffs, would it not be equally as advantageous to the colonies to have a somewhat similar system prevailing with reference to Great Britain? That is what I intended to ask.

Hon. Mr. THYNNE.—It may possibly be so, but this first resolution goes beyond that length; it speaks of a customs arrangement, a general proposition, which I am not at liberty to entertain, because I think it goes beyond the functions of this conference to pass this resolution.

Hon. Mr. FOSTER.—There are two points I wish to impress upon Mr. Thynne. What was in your mind when you pressed here and voted for and raised no objection to the British Government making arrangements for interfering with existing treaties to the extent to give you and every other colony the right to make an arrangement for trade reciprocity between ourselves, and between ourselves and Great Britain? What was in your mind? What did you want the ball for? You asked for it? You prayed for it. You would not rest until you had got this conference to pray for it and ask for it. They give it to you, we will say, to-morrow; what are you going to do with the ball? I think that if we want it we ought to try and kick it through the goal, and show that we did not want it simply to play with. But what logical consistency is there in asking for the power to reciprocate, and then declaring that you do not think you ought to say to Great Britain that it would be well to reciprocate? Let me ask Mr. Thynne, what was in his mind when he voted for another proposition. He is now very solicitous as to this conference interfering with anything Great Britain is interested in? Mr. Thynne and ourselves, all of us, interfered with Imperial concerns with reference to the cable, to the extent of dictating to Great Britain—he uses the term *dictating*, I say we simply make *our prayer*—that Great Britain shall ask an appropriation for one-third of the cost of surveying and making a cable between two of the colonies simply. Why was not he solicitous then as to our being very careful about dictating to the British Government in a concern which was entirely for the British Government, and that alone? We are a colonial conference; we are brought here to look after colonial interests first; we are not an Imperial conference; we are here as a colonial conference; we are here to press what we think would be for the colonial advantage, to press it upon the only one that could give it to us; that is Great Britain. Is there anything wrong in us asking Great Britain, if she can see her way clear to do it, what we think would be an advantage to the colonies, especially when we have preceded that by an earnest request that she shall give us the power to carry out this very thing? There are, then, three points

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I wish to urge. We are a colonial conference, and are here to urge what we think would be a colonial advantage; and we urge it upon Great Britain in so far as she can help us to do it, in so far as it is her interest to do it, even so far as her generosity will allow her to do it, for the sake of broader considerations. Now, then, I want to press this point strongly; why in the world should we take off our clothes, put on our bathing suit, get on the beach with the water before us, and then refuse to plunge in?

Hon. Mr. HOFMEYER.—I find that you have passed a resolution to this effect: That provision should be made by Imperial legislation to enable the dependencies of the Empire to enter into agreements of commercial reciprocity, and so on, so that we contemplate the possibility that Great Britain would also come into this reciprocal treaty arrangement. The conference backed up this resolution on the 4th July with another one; that this conference is of opinion that any provisions in existing treaties, between Great Britain and any foreign power, which prevent the self-governing dependencies of the Empire from entering into agreements of commercial reciprocity with each other, or with Great Britain, should be removed. On these two occasions, you did not hesitate to bring Great Britain in. We did not limit the proposals of a reciprocity arrangement to the colonies alone, but we included the Empire of Great Britain also, and those resolutions were carried without dissent. The question is, are we going to give any practical bearing or effect to the two resolutions which were passed by this conference? According to the views held by myself, and the government which I represent, and, I think, by the majority of the Cape people, I am quite prepared to follow the resolutions which have been passed, by practical steps, and practical measures, so far as they can be practical, under the peculiar circumstances in which we, in the Cape, find ourselves. In the resolution put, in its present form, I can find no dictation as regards Great Britain. The resolution expresses its belief in the advisability and practical possibility.

Hon. Mr. THYNNE.—That is taken out.

Hon. Mr. HOFMEYER.—Then it becomes even weaker. It is a belief in the advisability of a customs arrangement between Great Britain and the colonies. I fail to see any dictation towards Her Majesty's Government. I cannot see anything of the kind, and I believe Her Majesty's Government, consisting of able men, though they may be, will not be able to find a trace of dictation in those words. Then, "it is further resolved that until the mother country can see her way to enter into such an arrangement;" surely, should there be a trace of dictation in the former paragraph, it is wiped out in this one. Therefore, if I was inclined to vote against this resolution, I would not do it because I believed there was a lurking dictation in it as regards the United Kingdom. Mr. Chairman, I would be most anxious to vote for this resolution, if a slight amendment can be tacked upon it, meeting the peculiar requirements of South Africa, not only the Cape Colony, but of all other colonial colonies belonging to Her Majesty's Government, which are united into one customs union. Let me explain that customs union. The customs union consists of the Cape Colonies, which have tremendously larger interests in the union, than all the rest of the states put together, but, besides Cape Colony, we have in it British Basutoland and British Bechuanaland, and the Transvaal; in addition to that we have the British protectorate, and very soon, I think, we will have in it the British territory that stretches to the Zambezi. Further, in addition to that, there are the small Dutch States; there is the Free State, which has already entered with the British Colonies into the customs

union. It is to be the interest of the British colonies, in South Africa especially, that the Free State should be part of it, and it is in the interests of British trade and British connection that the Free State should form part of the customs union, and also in the interests of their trade and connections that the Dutch republic should be part of it. If I were to vote for the resolution, exactly as it stands here, I would be pledging myself to this, that we would break up the customs union of the South African States in so far as the Free State is part of it, and this would be a most unpopular step in the Cape, and prejudicial to South African interests, and I think prejudicial to the interests of the Empire at large. Therefore, I submit, that if the following words could be added to the resolution, "That for the purposes of this resolution the South African customs union be considered as part of the territory capable of being brought within the scope of the contemplated trade relations," you will not at all destroy the scope of the resolution. Of course, I have heard it suggested that you would be bringing in foreign territory. Well, Mr. Chairman, Her Majesty's Government have assented to the establishment of this customs union, with the Free State in it, and Her Majesty's Government has, on every possible occasion, given an indication of its desire that the South African Republic should also come into the customs union. The British Government not having objected on these occasions, why should we suppose that Her Majesty's Government would object because we pass this resolution? But, suppose it does object,—do we lose anything by it? We will be just where we were. It will be a question whether we should ask the Free State to leave the customs union, and it will be for us to decide whether it will be worth while to enter into a customs union with the British Empire, if the South African colonies, with whom we have trade relations of the most intimate character are not also to enter into this customs arrangement. I believe that British interests, and South African interests will be served if the resolution is carried, and if it can be carried out. If it cannot be carried out nothing should be lost. If we pass this we will not pass any customs union, we have no legislative authority over the British Empire, in fact no legislative authority at all. We only express an opinion in regard to the direction of thought in which our minds are moving, and I think that is of great importance. Something practical may grow out of it, but it is not an immediate step—we will be only preparing to take steps. With the consent of my seconder, and the conference, I should like to withdraw the amendment I put in yesterday, and in its stead, move this as an addendum to the resolution on the table, and I should like you, Mr. Chairman, when putting it to a vote, put the said resolution as it stands, together with this amendment, and afterwards put the whole together.

Hon. Mr. FOSTER.—Would it not be better if you should move that that be added to the resolution?

Hon. Mr. HOFMEYR.—That may be done. I wanted to put it in such a way that the ground should be left open for me to vote for the resolution if that is added, or if not, to refrain from voting altogether. I will now read my resolution:—"That for the purposes of the resolution, the South African Customs Union be considered as part of the territory capable of being brought within the scope of the contemplated trade arrangement."

The PRESIDENT.—If this motion of Mr. Hofmeyr's, which is seconded by Sir Charles Mills, is passed, then I shall put the original resolution as amended; that will include the four paragraphs of Mr. Foster's, and the amendment of Mr. Hofmyer's.

Mr. Hofmeyr's resolution was then put and carried.

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Hon. Mr. FORREST.—I think it would be disastrous to the trade of the English Colonies if we did anything, or if England did anything, pressed on by us, that would limit her foreign trade. We are assuming that we can do certain things, take certain action against other countries, and that other countries will not take action against us. We left that out of our calculation altogether. If you hit a man on the nose, is it reasonable to expect that he will do nothing in return?

Hon. Mr. FRASER.—Supposing England were at war to-morrow with some huge foreign power, and England and the colonies found that the colonies largely traded with that power, or that England largely traded with that power, would not the colonies be most anxious that the trade should cease, and would it not be also to the interests of England, and the colonies, that there should be no trade, and that the life-blood of the country should be kept flowing by sucking the trade of the colonies and Great Britain? Surely that is plain common sense. Therefore, this motion is only in that direction, and I hope that my friend Mr. Thynne, and my friend Mr. Forrest, will not press their objections and thereby make this motion unanimous.

Hon. Mr. SUTTON.—Mr. President, I think there is very great force in the point taken by the Hon. Mr. Playford, just now, to the effect that it is very desirable that there should be no serious differences, and that the opinions of this conference should be unanimous. In order that there should be a compromise, I am quite prepared, as far as I am concerned, to consider this proposal in as favourable a light as possible, and I think perhaps the Hon. Mr. Foster, who has charge of it, with his forcible character, which is so apparent to all of us, does not like to give way, and therefore I would suggest, with a view to coming to a unanimous opinion on the subject, that he should strike out certain words in the first resolution and in the second resolution. If he would agree to that suggestion, I believe the delegates of the other colonies will agree with me, that we are quite prepared to accept it.

Sir HENRY WRIXON.—But you would not distinctly leave out the mother country?

Hon. Mr. FOSTER.—The conference I hope, will not think I am obstinate. I am very much impressed with the importance of a deliverance from this conference as to a wider customs arrangement. We have led up to it, I want the opinion of the conference upon it, and I do not want to involve, for the sake of that, a negative from any of the colonies against another proposition which they are inclined to favour: and, therefore, I would suggest this: Let us divide these, and vote upon them in three parts. You will consider the preamble as one, and vote upon that. Upon that I suppose we will all agree. Then we can take the first resolution, and that will be number one. You will vote upon that, and there will be probably some disagreement. We will not all vote together. Then take the third resolution, as another separate one, upon which we can vote, and I suppose we can all vote. I think that lightens the matter. Take for instance my friend Mr. Thynne, he does not see his way clear to vote for the larger customs arrangement. It would seem to me that we should get at the end in view, and I must say, because some of us may dissent from it, I am very adverse to withdrawing what I consider so important a proposition as the one in the first resolution, and a proposal which follows, I think logically and necessarily from what we have already done, and is necessary in order to make our work complete. Do you think we should adopt the principle in this conference, that we should reject a thing, because we cannot all see eye to eye? We cannot expect all to see eye to eye; but, I do not think we should ask each other to withdraw entirely, just because of that, because it may be very vital. By the wish of

the minority the conference may be deterred from voting upon some very important matter. The method I suggest would leave the conference free to place itself upon record with reference to both of those, separately and individually, and consequently, to draw all the strength possible, to what I deem is the most important one, and that is the last.

SIR HENRY DEVILLIERS.—Would not there be a difficulty, that there is a rider or proviso at the end? How can we vote upon this last resolution unless we know also that the rider will be carried?

HON. MR. FOSTER.—I imagined there was no objection to that at all.

SIR HENRY DEVILLIERS.—The rider is carried unanimously upon the supposition that the resolution is carried.

MR. LEE SMITH.—I think there is a point here which has been entirely overlooked. It seems to me, in my opinion, we are going entirely outside the scope of our authority. If you refer back to the invitation which was sent to the various colonies, you will find it reads in this way: The Minister recommends that the Colonies of New South Wales, Queensland, Victoria, South Australia, Tasmania, New Zealand, and Fiji, be respectfully requested to appoint and send one or more delegates, and so on. There is no mention of Great Britain in that matter at all.

THE PRESIDENT.—Kindly read the latter part, where the Imperial Government is invited to take part in these deliberations, it is of an imperial character as well as colonial.

HON. MR. FITZGERALD.—Surely it must take a wider range than Mr. Lee Smith suggests.

THE PRESIDENT.—You will find the report made to Council says, "the Minister also recommends that the British Government be requested to take part in the conference by sending a delegate, or by such other means as may be considered advisable, inasmuch as the object in view is of an Imperial as well as a colonial character." The British Government very graciously acceded to that request, by sending His Lordship here to watch proceedings.

SIR HENRY WRIXON.—It shows the government were asked to come into this, because Imperial relations would be considered.

HON. MR. FOSTER.—We have got one step further. The adhesion of two of the delegates, at least, will be assured by a slight change of the wording, and I am inclined to believe that the Hon. Mr. Suttor will also fall in with his brother delegates in this respect. At least, it will make us as nearly unanimous as possible. That is, in the first resolution, instead of saying that this conference "recommends" say "it believes" in the advisability."

HON. F. B. SUTTOR.—I might point out to the Hon. Mr. Foster that the words he suggests really makes the resolution stronger than before.

HON. MR. FOSTER.—I understood it was Mr. Thynne's suggestion.

HON. F. B. SUTTOR.—It really makes it much stronger than before.

THE PRESIDENT.—Will you allow me to make the suggestion, that we should take up the preamble, vote upon it, and when we come to the first resolution, discuss it and dispose of it, and if it is to be rejected, let it be so, or if there are to be any amendments, move your amendments, and see if they will be acceptable to the conference. I think that will advance business.

## Colonial Conference.

Sir HENRY DE VILLIERS.—I willingly consented to this proposal or resolution of my colleague being withdrawn, and in regard to the motion which has just been carried I would simply wish to be recorded as not voting. Of course my colleagues vote, and they carry it, so that the Cape Colony votes, but I should like it to be on record that I am not voting upon the matter, and for this simple reason, that I consider myself as the delegate of Cape Colony alone, that I do not consider myself as in any way authorized to represent the Orange Free State, or any of the parties to the customs union, and, therefore, I find a difficulty, which I am glad my colleagues do not entertain. My own view of my own personal position is, that I am not authorized to express any opinion by which the Orange Free State, or any of the other parties to the customs union can be compromised, and for that reason, Mr. Chairman, I wish it to be entered on the minutes that upon this I did not vote ; but, the vote of the Cape is given for the resolution.

Sir HENRY WRIXON.—The doubt that suggests itself to the Chief Justice would apply even more to the Australian delegates. They have nothing to do with the Orange Free State. I should think the view of the Chief Justice is clear and unanswerable, if we were doing anything of that kind, if we were determining anything, or seeking to legislate in any way. Then, I think every Australian delegate should at once decline to vote. But, when we are really expressing an opinion as to the wisdom of a certain course, it seems to me we may express that opinion, without offence, whether we come from the north, south, east, or west. We are not assuming to dictate to anybody. We control nobody. The whole thing is a mere expression of opinion. Therefore, in that light, I am quite willing to vote, though, of course, I have not the slightest right to assume to dictate to anybody.

Sir HENRY DEVILLIERS.—I did not wish to raise a debate. I have given simply the reason why I wished it to appear upon the record that I did not vote.

The PRESIDENT.—It is understood by the Conference that Mr. Hofmeyr is permitted to withdraw his original amendment of yesterday.

This was assented to by the Conference.

Hon. Mr. THYNNE.—Mr. Foster has been good enough to state a series of questions which he has asked me to answer. I really have found a difficulty in getting hold of any one of the questions which he wishes me to answer from the very fact that when I did think I had one tangible question to answer, he did not give me an opportunity of answering it, which shows rather that his questions were not questions, but a new form of advocacy.

Hon. Mr. FOSTER.—An argument in the form of questions.

Hon. Mr. THYNNE.—An argument in the form of questions. One phrase which fell from the Hon. Mr. Hofmeyr, I think assists to clear the ground for us all. He referred to the resolutions which were passed during the last few days, and which he said no doubt contemplated the possibility of Great Britain entering into this reciprocal arrangement. We all did contemplate the possibility. Whether that possibility is likely to come into existence, whether it is likely to be realized now, or whether it is ever to be realized, it still remains a possibility, and it was in view of that possibility, although I believe we all consider it a very remote possibility, that Great Britain should come in and make these reciprocal arrangements, still it was in view of that remote possibility that I think we included, in our resolution, the request for the power

to enter into these reciprocal arrangements with Great Britain, as well as between ourselves. But, sir, this resolution goes a great deal further than that. It is not only the statement that it is a mere contemplated possibility, but that it is a desirable thing that we should have it done, and that Great Britain should adopt a certain policy. That is the great difference between the two. We know that it is not merely possible between ourselves as colonies, but very probable. But, I think it is a very sanguine member of this convention who will venture to state that he expects, or even that within the next five years it is likely, that a preferential contract or reciprocal arrangement may be made between the colonies and Great Britain. I think he would be a very sanguine man indeed, if he would make that statement. We all look at the chance of Great Britain entering into this arrangement as extremely remote. We look upon our own chance of making an arrangement between ourselves as not so remote, but this resolution goes further than that, and, in my opinion, and as I say, for the last time I hope, it seems to me, to express an opinion by this conference upon the fiscal system which ought to be adopted by Great Britain. I do not consider that it is my function or my place here to vote in favour of that proposition.

Hon. Mr. PLAYFORD.—I am exceedingly sorry my honourable friend has taken the course he has, because surely he will admit the force of the Hon. Mr. Foster's argument, that when we pass certain resolutions, we pass them at all events with some object in view ; and, when we asked that certain disabilities, certain impediments, in our way, may be removed, we certainly had in our minds that these were impediments that should be removed ; and, I think when the honourable member tried to draw a distinction between desirability and possibility, he spun out an exceedingly fine argument. If it is desirable, we have not got to argue the question of possibility here ; we have got to express the desirability of the thing, and we want to express it in the clearest possible manner, and to show what we want. We have asked the Imperial Government to remove certain disabilities that exist at the present time, which prevent her from entering into special arrangements with her own colonies. We want to say in the most unmistakable manner, that it is desirable that they should be removed, in order that we should have the advantage of entering into the arrangement which present treaties prevent us from entering into. The argument is perfect to my mind. I cannot understand the position of my honourable friend, Mr. Thynne ; having gone so far, surely he might go to the extent we are going now. Having desired the removal of the impediment at the present time, we are further desirous of giving practical effect to that, by entering into an arrangement. That is all we say here. Of course, if we are going to argue from general matters into particular matters, if we are going to assume that Great Britain is not likely to enter into it, because of this, or that, I say that is altogether beside the question, because, as far as we are concerned, that is a position for England to take. It is for us to say what we think would be best. I think it most sincerely, and I believe the great majority of the congress think it would be desirable if the Mother Country were to consider her children a trifle better, and treat them a trifle better than she treats foreigners, who may be at war with her to-morrow, and that we, on the other hand, should be willing to reciprocate, and to give her advantages equal to those which she may give us. I am very sorry that we cannot come to a unanimous conclusion. I am very sorry it should go out that we were not unanimous on this important point, because it is really carrying on the work that we commenced, and unanimously commenced, the first days of this conference, and giving expression to our opinions, as to what course should be adopted to give effect to the resolutions we have carried.

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Lord JERSEY.—We have disposed of the preamble.

Sir HENRY WRIXON.—We are all agreed to it.

The PRESIDENT.—Is the conference ready to vote upon the first resolution, leaving the preamble until the last? Then, you can discuss it, or amend it as you please. The first resolution is: "Resolved, that this conference records its belief in the advisability of a customs arrangement," &c., &c. Is the conference ready for the motion, or are there any amendments? I will take the vote, as it was decided we should take it, by colonies, one for each colony.

The vote resulted as follows:—

*Yeas*.—Canada, Tasmania, Cape of Good Hope, South Australia, Victoria.—5.

*Nays*.—New South Wales, New Zealand, Queensland.—3.

The PRESIDENT.—The second resolution is:—"That until the mother country can see her way," &c., &c.

Hon. Mr. THYNNE.—I have an amendment to propose. I propose, Mr. President, that the words "such an arrangement" in the second line of the second resolution be omitted with a view of inserting the words "a customs arrangements with the colonies."

Sir HENRY DEVILLIERS.—It is the same thing.

Hon. Mr. FOSTER.—If the Hon. Mr. Thynne simply wishes to change the verbiage, without the sense, I have no objection.

Hon. Mr. THYNNE.—If I am recorded as voting upon the second resolution, which embodies the first resolution by the words, "such an arrangement," I should be accepting an anomalous position.

The PRESIDENT.—Do you accept that, Mr. Foster?

Mr. FOSTER.—I would make that change.

The PRESIDENT.—Is it the pleasure of the conference that the change, as suggested, should be made?

Assented to by the conference.

The PRESIDENT.—The resolution, as amended, will read as follows: "That until the mother country can see her way," &c., &c.

Motion carried.

### AN EXAMINATION OF TARIFFS.

Mr. LEE SMITH.—Mr. President and gentlemen,—now that the preliminary skirmish is over and we have the ground cleared for practical work, it is advisable that we should put something of a distinct form before the Conference so as to carry out the object which we believe we are here to promote. Therefore, Sir, I beg to submit the following motion:

"That this conference proceed to examine the respective customs tariffs of the various colonies here represented, with a view to acquire such information as will enable the members to determine in what direction reciprocities may be profitably arranged, and thus place themselves in a position to advise their governments accordingly."

Now, sir, as I have said before, we have been engaged during the last two days discussing questions with regard to how we can be placed in a position to carry out the objects for which we are here met. I say that the work generally has been on very high lines and we ought now to come down to a more prosaic basis on which we must arrange this matter. I believe, sir, that now the time has come when we should do what Mr.



Foster pointed out to us and prove that we are prepared to do something of the nature which will do more than anything else to join and unite those bonds which he thinks it desirable to do with regard to the communication between the Imperial Government and her colonies. I do not see, sir, that we can do it in any better way than to proceed at once to acquire such information as is necessary to enable the respective members of this conference to go home and report to their governments as to what is possible and what is important. So far as I am concerned I have been sent here entirely in the capacity of a commercial man. I have a pretty wide industrial and commercial experience in my colony, and as my Government viewed this entirely as a commercial conference they will necessarily look forward to some practical work resulting from our deliberation. I feel that I could not allow this conference to close, and I believe there is a hope it will shortly close, without placing myself in a position to give my Government and my people some definite information as to the possibility of any trade extension between New Zealand and Canada. For instance, sir, there are many things that I have observed since I have been in Canada here, which have somewhat altered the views that I possessed in starting out from New Zealand. If Mr. Foster can spare the time from his duties, I would like to have an hour or two private talk with him and the other members of the government, with regard to the position of the several industries that I cannot get information from, so well as I think I can from them. The present condition of our tariffs—the Canadian tariff especially—appears to be very anomalous. I will mention wool for instance. Some classes of wool are absolutely free, and on other classes there is a duty of three cents per pound. That is a thing I think we can discuss fairly. Some colonies are interested in one class of wool and some in another, and I cannot see how we can proceed to carry out our objects without having that very important question discussed and determined upon, whether there should be a uniform duty on wool or not. I do not think it would be necessary for me to occupy the attention of the members of the conference any longer than just to observe that I think that we should at once, seeing that there is no other business before the conference, proceed to examine the duties and the tariffs of our respective colonies. I simply conclude by moving that resolution.

Hon. Mr. HOFMEYR.—I believe we are going too fast now. I believe many of us are not authorized to do anything so definitely as would have to be done by passing this motion. As regards the delegates from Cape Colony, none of us are commercial men. Sir Charles Mills is not a commercial man. Sir Henry de Villiers is not a commercial man, nor am I. I think I have a copy of the Cape Customs law with me, and I have no objections to handing it to any member of the conference, but further than that I suggest that the various delegates should go home and report to their governments and let the governments venture to approach one another. If we are going into an examination of the customs tariffs of some eight or nine colonies represented, I think we will be entering upon a most arduous work, and we will have very little result. I have seen sometimes customs arrangements discussed between two colonies, and it took months. It took the United States three months to discuss their tariff. I hope this motion will be withdrawn.

Mr. LEE SMITH.—I will be very glad if any gentleman will show me some more practical way of arriving at our object. Hitherto we have been discussing only abstract questions, and we are going home without any result at all.

Hon. Mr. FOSTER.—I want to see if I cannot suggest a practical mode. We know that no colony comes here empowered to make any trade arrangements. We come here

## Colonial Conference.

to discuss principles and lay down our views as far as we can come together ; but, at the same time, this is an excellent opportunity for the members from each colony to have a consultation outside of this conference with the Dominion of Canada, and compare notes, just as thoroughly as they possibly can, as to what our requirements are, and see what we can send them in return for something they can send to us on some equal terms.

Sir CHARLES MILLS.—You mean outside of the conference ?

Hon. Mr. FOSTER.—It is entirely outside of the conference, and to facilitate that, you will remember, I gave to each delegate a copy of our tariff, so that they could see our customs tariff, as it is at present and as it will be by law in a few days ; and the delegates might make up a list, not to be handed in to the conference, but to be given to the government, Mr. Bowell or myself, as to what products they would think they could advantageously send into Canada. We can easily make up a list of our products which we think we can advantageously send into the different colonies. By having this conference with each colony we can compare lists and we can come to a pretty good practical conclusion as to what the subjects of the negotiations might be based upon. Then the delegates would take back that information they get to their governments, and whatever is to be done afterward would be by negotiations between the governments. It would be well if we started with a personal comparison of notes between the different delegates from the different colonies and the Canadian Government. Mr. Bowell, as Minister of Trade and Commerce, will be very glad to meet with you on these points. This personal explanation would be simply an informal conversation for purposes of getting information, and then you can get down to something like a practical basis. And we can by correspondence come to an agreement.

Hon. Mr. FITZGERALD.—I apprehend, in order that the records of this conference should contain what the members did on this important subject, it would be desirable that after the committee of colonial representatives did agree upon lines as suggested by Mr. Foster, they should then report to this conference with a view that it would be on record that they had submitted to the Canadian Government a list of articles which they thought might fairly be the subject of legislation with regard to reciprocal duties. Then the conference would have a distinct reference to that subject. It would show that an important matter like that was not neglected by us. I apprehend that half an hour would suffice to discuss it. It would not take three hours.

Hon. Mr. FOSTER.—For each colony to discuss it ?

Hon. Mr. FITZGERALD.—I think the colonies are all one with regard to it.

Hon. Mr. SUTTOR.—I might suggest that instead of each delegate waiting upon the Minister to discuss this thing we might discuss it at an informal meeting.

Mr. LEE SMITH.—There are only half a dozen items.

Hon. Mr. SUTTOR.—Each member can discuss the matter and give his opinions as to what articles might be interchanged between Canada and his colony.

Hon. Mr. FOSTER.—That would be an informal meeting.

Mr. LEE SMITH.—It had better be recorded. I should like to have it recorded.

Hon. Mr. SUTTOR.—We can make certain suggestions at an informal meeting.

Hon. Mr. FOSTER.—A further idea strikes me now. We have a difficulty in connection with the Australian Colonies from the unfortunate fact that they are not in a confederation—in our view an unfortunate fact. It would be so much better if we were

to all meet and discuss the points upon which trade can be best carried on. Is it not so that the products of these colonies are in the main the same as to what articles they would like to export?

Hon. Mr. FRASER.—Very largely the same.

Hon. Mr. FOSTER.—I think Mr. Suttor's suggestion is a good one, that we get through the formal business of the Conference, that a day be appointed on which we can meet informally, the different delegates having consulted among themselves they would be prepared with their views as to the articles which we would like to interchange and then we can take this whole matter into consideration. I think that would be a very good thing. Mr. Smith states further that there should be some record in evidence for the governments. That might be advisable, and it might be placed in the form of a motion by which it be resolved that an informal meeting of the conference be held at which the delegates from the different colonies shall meet and interchange their views upon the products that will form the subject of negotiations as between the different colonies.

Hon. Mr. FORREST.—I cannot exactly see any good that will come out of this, because it is wholly improbable that the same arrangements will suit the whole of the Australian Colonies, and each colony shall have to speak for herself. If a record is wanted the delegates can each address a letter to the Minister of Trade and Commerce, stating what is wanted or proposed.

Hon. Mr. FOSTER.—I think a great deal of good would come from an interchange of ideas if there were special points that could be brought up.

Mr. LEE SMITH.—We cannot do anything better to place ourselves in the position of going home and recommending to our governments what we think advisable. My government expect me to give them such information as will enable them to judge of the advisability or otherwise of entering into any arrangement, and I feel perfectly sure that they will feel sufficient confidence in such recommendation as to submit it to Parliament. I suppose every other gentleman is in the same position. If they are not in the same position I do not understand why they come here. This thing cannot be hurried through and satisfactorily completed with a few abstract discussions. My people expect me to give them a full report of the whole position of the Canadian industrial field. I apprehend that the other governments are going to have the same thing and I believe that this discussion should be fully reported.

The PRESIDENT.—The motion moved by Mr. Lee Smith has no seconder.

Mr. LEE SMITH.—Has no one seconded it?

The PRESIDENT.—No.

Mr. LEE SMITH.—So long as it is on record I do not care. Very well.

The conference adjourned.

## Colonial Conference.

OFFICE OF THE MINISTER OF TRADE AND COMMERCE.

OTTAWA, 7th July, 1894.

The Conference resumed at 10 a.m.

### DELEGATES PRESENT.

The Imperial Government— { THE RIGHT HON. THE EARL OF JERSEY, P.C.  
G.C.M.G.

Canada—HON. MACKENZIE BOWELL, P.C.

HON. SIR ADOLPHE CARON, P.C., K.C.M.G.

SANDFORD FLEMING, Esq., C.M.G.

Tasmania—HON. NICHOLAS FITZGERALD.

New South Wales—HON. F. B. SUTTOR, M.L.A.

Cape of Good Hope—SIR HENRY DE VILLIERS, K.C.M.G., C.B.

SIR CHARLES MILLS, K.C.M.G., C.B.

HON. JAN HENDRICK HOFMEYR.

South Australia—HON. THOMAS PLAYFORD.

New Zealand—LEE SMITH, Esq.

Victoria—SIR HENRY WRIXON, K.C.M.G., Q.C.

HON. NICHOLAS FITZGERALD, M.L.C.

HON. SIMON FRASER, M.L.C.

Queensland—HON. A. J. THYNNE, M.L.C.

HON. WILLIAM FORREST, M.L.C.

Mr. LEE SMITH.—I would like to observe that I do not see any reference to a motion I brought forward yesterday.

The PRESIDENT.—I have made inquiry about that, and I find that the error, if such it be is because it was understood by some, at least I was under the impression, that it was withdrawn. That is the reason the Secretaries did not put it upon the record. If Mr. Smith thinks it should be upon the record it shall be amended. I can see no possible objection to its being recorded. It was not seconded, and the point is, whether it should be upon the minutes. If it is desired that it should be upon the record we can easily make an entry, that it was proposed, and not being seconded, it was not put to the conference.

Mr. LEE SMITH.—That would satisfy me, sir.

Lord JERSEY.—I understood Mr. Lee Smith distinctly to say he wished it to be upon the record.

Mr. LEE SMITH.—I will write out a fresh motion and hand it in.

### IMPROVED MAIL SERVICE.

The PRESIDENT.—The next motion is Mr. Smith's, as follows:—

“That this conference take into consideration the question of a mail service between Great Britain and Australasia *via* Canada.”

Mr. LEE SMITH.—Mr. President and gentlemen: In bringing forward this question before the conference I hope it will not be considered that I am saying anything in disparagement of the business that has hitherto been done, when I state that in my view this subject is one of the most important that can be brought before the conference. Hitherto, sir, we have been engaged in discussing the best means of carrying out the main object of the conference, and that is the knitting together of the outlying portions of Her Majesty's Empire with the mother country. We have dealt with the Pacific cable, and we have also dealt with the question of how we are to obtain permission or liberty to carry out intercolonial reciprocities, so as to complete the matter and enable us to do that which we have come here to do; but with regard to this question, sir, but for strategic reasons, it should, in my view, have come before the cable, because I think the ability to communicate and do business should be arranged before you go into the question of how you are to have telegraphic communication. If I give you a short history of the mail and steam communication between Australia and Great Britain I shall best present to you the present position, and enable you to judge of whether this route through Canada to Great Britain is or is not wanted. Going back to the early history of mail communication between Australia and England we find that in 1856 the first steam communication by very slow steamers was partly by steamships, and in fact partly by sailing vessels. It was not until 1868 that any great advance was made so far as regards the despatch of mails. That advance was very materially brought about by the fact that a different route was adopted to any that had hitherto been used. Previous to that time all the mails from Australasia went exclusively by the way of the East, by Suez, and by what we may term the P. and O. route, and there was no attempt made, in any shape or form, to accelerate those mails. In the year 1866, arrangements were made to obtain access to England through America, and a contract was made by New South Wales and New Zealand with a company to arrange a service via Panama, and thence to Great Britain by the Royal Mail Steamship Company's steamers. That very much shortened the time that was occupied in carrying these mails, and then it was that the P. and O. Company for the first time made any effort to reduce the time they had hitherto taken. That service was kept in existence for some two or three years, and then, the company failing, it was abandoned; but, the people of New South Wales, and the people of New Zealand were so satisfied with what had been done, and had their eyes opened to the fact that there was no way of getting to England better than the one adopted, that they determined they would take some steps to arrange for a service via America. Consequently, in 1869 or 1870, a service was arranged for via San Francisco, and that reduced the time between Sydney and London, by, I think, some three or four days. From that time to this, something like 24 years, there has been a continuous mail service, of one form or another, some good and some bad, through San Francisco, and a very large portion of the correspondence of New Zealand, and New South Wales, has been sent via that line. After the adoption by the P. and O. Company of measures to quicken their service, there followed a desire on the part of the Australian colonies proper, that is, the continental colonies, to also get some better advantages than they had, more especially those lying on the western side of Australia; and, in 1878 the Orient Company appeared on the scene, and they ran in opposition, for some time, with the P. and O. Through that competition, the service was very much improved. But, shortly after that an arrangement was made

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by the Australian Government for working the lines in conjunction, that is, each company ran a fortnightly boat, and these boats were to run alternately, so that now Victoria, South Australia, Tasmania and New South Wales are served by a weekly line of steamers running direct from their colonies to London, and I believe the time occupied in transmitting their mails has been brought down to something like 32 or 33 days from Melbourne, which is considered very satisfactory.

Hon. Mr. FOSTER.—That would not be the all water route. That 31 or 32 days is the mail time between Melbourne and London.

Mr. LEE SMITH.—Yes.

Hon. Mr. PLAYFORD.—The passenger time is about a week longer.

Mr. LEE SMITH.—Then, with regard to Queensland, they have what may be termed an independent line of their own, for arrangements were made some time about the year 1880 for a four weekly steam service by the Straits, and that service, I suppose, may be considered the mail route. Then, there are two other means of communication, the Messageries, and another, and besides that again, from New Zealand, there are two direct boats running fortnightly from New Zealand to London. So that we have now six lines whereby communication is had with Australia and New Zealand:—The P. and O., the Orient, the Queensland Company, the San Francisco route, the two direct boats from New Zealand, and latterly there is the line from New South Wales direct to Vancouver, known as the Canadian Pacific line. Now, sir, I recognize that in dealing with this question, the different colonies represented here will take different views; for instance, gentlemen from South Australia cannot be expected to regard this question with the same fervour as we do, who are more East, but there are two, or even three colonies, whose interest I think it must be to endeavour to promote some communication with England *via* Canada; those colonies are, New South Wales, Queensland, and my colony, New Zealand. I do not think it is necessary for me to enlarge upon the matter, more than to say this, that so far as my colony is concerned, I shall be prepared to give it consideration, from what I may term a federal point of view. I recognize that New Zealand cannot be placed in a better position than any other colony; but if we are going to do anything to carry out, in a practical way, the views which we have given utterance to, quite unanimously here, with regard to the absolute necessity there is of our having a direct cable route from Australia to Britain, through British possessions, that argument is more applicable to a question of mail service, because it must be clear that if there be war there will be a very great advantage gained by the opportunities afforded for passengers and mails to be carried through from Australia to Great Britain, without fear of being intercepted, or in any way interfered with as by the old routes going through the East. If there is any force whatever in the argument as to a cable route, it is much more applicable to the question of a mail and passenger service. The present line is manifestly incomplete, I refer to what is known as the Canadian Pacific line. It is incomplete, it does not fulfil the conditions which we all here have regarded as being absolutely necessary for the carrying out of the views which we have agreed upon, the desirability of having a quick and reliable passenger mail service to London. This line runs direct from New South Wales to Fiji, and thence to Vancouver, but there, so far as regards its imperial aspect, it stops. Putting it plainly, gentlemen coming to Vancouver are then thrown out, so to speak, upon the land of Canada, and they get to London as

best they please. They can either go to Montreal, and take a boat from there, a slower boat, or they can go to New York. What we require is that the people of Australia should know that within so many days they can absolutely rely and depend upon getting away from some central point in Australia, and also from New Zealand, getting not only to Vancouver, but also to London, in a reliable manner, on a through ticket, on first class boats. So that we can present to the world this great fact, that we, at this great conference, have carried out really the most material means whereby our hopes and aspirations can be realized. I am not familiar with the terms of the arrangements which are supposed to be in progress with regard to a service between Canada and Great Britain, but, I believe it is quite possible, that if we give a sufficient subsidy, or give a sufficient inducement, in some form or other, we could establish such a connection, through your ports, with Liverpool, as to compete, and to compete very successfully, with the route which goes through San Francisco; and, when I tell you that there is a very large passenger service through San Francisco from my colony, I think you will see the necessity of our being patriotic enough to endeavour, as far as possible, to attract it to our own shores. All our mails now come through San Francisco, nearly all the mails of New Zealand. Of course, I am speaking from a New Zealand point of view; but, so far as my colony is concerned, we have thought we should get a line via Vancouver, and therefore the people could make their choice, of either going from San Francisco to London, or they could go through Canada, which would be their preference, if there is any reality in the idea we talk about, our patriotic feeling. In my first motion I only dealt with the question of Canadian and Australasian service, but, on consideration, gentlemen, you will observe I have widened it to a through service, because I feel sure that we must take the opportunity here of debating this question entirely upon the broad and general and national line that we have dealt with all other questions, and that is, the absolute necessity there is of impressing, not only all the colonies, and not only Great Britain herself, but the world at large, with the great fact that we are determined to do something of a practical nature to bring together our various colonies, with the mother country. I do not propose, sir, to advance any particular proposition. I think it would be extremely unwise for me to do so, because I would only create jealousies. I am afraid I have created a few jealousies, because I know that one or two of my propositions have not met with the approval which I think they deserved, therefore, I shall not risk anything further in that direction. I have merely brought the question up in a general way, so that all the colonies may put forward their views, and I do hope that before we are done with the question we shall have arrived at some agreement, upon some general basis, whereby we can carry out what we have in view.

Hon. Mr. FOSTER.—Could you give the amount your colony pays as mail subsidies?

Mr. LEE SMITH.—We carry it now by poundage. We guarantee so much. In New Zealand I think it costs about £7,000 a year.

Sir A. P. CARON.—How much is the total?

Mr. LEE SMITH.—About £30,000 a year between New South Wales and New Zealand.

Sir A. P. CARON.—New South Wales I see is £13,274.

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Mr. LÆE SMITH.—The subsidy is about £34,000. The American Government give £4,000, or did give it; I think they have withdrawn from it. It is divided in the proportion of thirds, the contractors taking one-third, New Zealand one-third, and New South Wales one-third. I may say that our service via San Francisco is very satisfactory. Our average time is 32 days, but I understand that if this mail service that we propose is carried out, New Zealand can be put within something like 28 days from London, and Sydney about 30. I have nothing more to say upon the question which I have really opened for the discussion of the conference, and I will merely conclude by proposing the motion.

Motion seconded by the Honourable Mr. Foster.

Sir A. P. CARON—Mr. Chairman: Before I enter into the very few remarks which I desire to make upon this very important question, I should like to draw the attention of the conference to the fact that on the opening day, or the following day, I placed upon the table, which I may be excused from mentioning again, as it belongs to the department over which I preside, but, I consider that it is of some importance from the fact that it discloses the organization of the postal system of Canada, and also discloses the policy which had hitherto been followed in reference to that branch of our public service. I do not wish to read it to the conference, and take up time, uselessly, as it is printed, and I thought, for reference, it would be more convenient, merely to place it before you. I should like, Mr. Chairman, for reasons which I have already expressed, that it should form part of the proceedings, and appear as part of the record of the conference. I can fairly say that Mr. Lee Smith has made an exposition of a very important case in a manner which certainly, is not only satisfactory to the conference, if I may speak for the conference, but, which has also given to us most valuable and important information. I think it is quite useless to take up the time of the conference, by insisting upon the necessity for assisting, by subsidy, lines of steamers carrying mails. This is being generally recognized by the maritime nations of the world; it would be useless, I think, to spend very much time in arguing the necessity, in giving such support, and following a practice which has been almost universally recognized. The essential conditions of an Ocean mail service, as I understand, are increased speed in the running of vessels employed in the service, and assured regularity in the time of arrival and departure. Without a compliance with these conditions the transmission of correspondence by sea would become so irregular as to seriously impede the operations of commerce and a subsidy must be necessarily, large or small, in proportion to the extent to which these conditions are insisted upon. For a number of years our neighbours to the South of us, the United States, abandoned completely the policy of subsidizing steamship lines for the purpose of conveying mails, but, there has been a reversal so far as that policy is concerned. In 1891 a change took place, and from that period of time the policy of subsidizing steamers carrying ocean mails was resumed, as will appear by the report of the Postmaster-General of the United States of 1892. Very large sums, indeed, were paid during the six months ending the 30th June 1892 for conveying mails by sea, over and above the amount of the postage upon the correspondence conveyed. For example, on the routes between New York, La Guayra and Colon and between San Francisco and Panama and Hong Kong,



a sum of 77,103 in excess of the postage earned was paid for mail conveyance, and it was estimated that the amount to be paid for the next financial year, not including any service to Europe, would be \$954,000, which, as will be seen, is a very large increase on what had been previously expended. The policy of subsidizing steamers and of expending large amounts of the public money for the purpose of perfecting, to the fullest possible extent, the mail service between the different countries, has been so thoroughly recognized, that in carrying out that policy of reverting again to the paying of a subsidy to steamers carrying mails, the Postmaster-General insisted upon the "City of Paris" and the "City of New York" being naturalized and flying the American Flag, and of course, under that flag, receiving from the New York Post Office all the advantages which possibly could be conferred upon that line, for the purpose of giving it every possible help, from the public revenue. Now, sir, the mail service between Queenstown and New York is subsidized to the extent of £104,251 sterling per annum; the amount paid for the service between Brindisi, Naples, and Adelaide is £170,000 sterling per annum, the Australian Colonies contributing £75,000 out of that amount. The cost of the service between Brindisi, the East Indies, and China, is £265,000. For mail service to the West Indies, £85,000 per annum is paid; the yearly subsidy to the Allan line for conveyance of mails from Quebec, Halifax, and Montreal is, \$126,533. The reason, Mr. Chairman, why I trouble the conference by giving the figures which I have just given, is for the purpose of showing the very large subsidies, which, according to the well-understood policy of the two great maritime nations, England and the United States, is considered to be money properly expended for the purpose of giving all possible facilities to trade and commerce, by having the most perfect system of mail service that money can procure. If we wish to make closer the ties which connect the colonies and England, and if we wish to have a union which will be, not only a union on paper, but a union useful to every member composing that union, it is necessary for us to begin, at the very beginning, by establishing the best mail service possible. I fully agree with the words which have fallen from the lips of Mr. Lee Smith who said he considered this one of the most important questions, one of the most serious considerations that could come before conference. If we wish to establish a fast line of steamers, to establish a mail service which would be regular, which would carry the mails in the shortest possible time, we should consider that it will be necessary to pay large amounts of money, and large subsidies for the purpose of obtaining these advantages. And, considering what the Imperial Government has been doing for other countries, she should certainly contribute and contribute very liberally to a subsidy to a fast line of steamers on the Atlantic Ocean, and also on the Pacific Ocean. I consider that one of these two is perfectly inadequate by itself. If you have a fast line of steamers on the Pacific Ocean, and you traverse the continent in the shortest possible time, as we do to-day, over the Canadian Pacific Railway, all that money, all that trouble would be lost, unless we secure on the Atlantic as fast a line as we possibly can, because, the fast time that would be made in crossing the continent, and the fast time that would be made on the Pacific, would be completely lost, without a fast Atlantic line. In view of the large contributions made by the Imperial Government towards the service between Brindisi and Adelaide, viz., £95,000 out of £170,000, to the service from the East Indies and China £190,000 out of £265,000, and in connection with this service I must draw the attention of conference to the

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fact that large sums of money are contributed for a service between England and foreign countries, Japan, and Hong Kong, the latter of which, of course, is a colony of England. She contributes towards the cost of the service to the West Indies £65,000, and a large amount is paid for the service between Queens-town and New York, viz., £104,231. I claim it is only reasonable that an imperial contribution should be given to the Australian mail service from Vancouver to Sydney, and also to a fast Atlantic service from Quebec to Liverpool. Pertinent to this question I may be excused if I take up the time of the conference, for a very few minutes, by reading a paper which was sent to me by Sir Charles Tupper, whom most of you know personally, or have heard of, as being the High Commissioner for Canada, and I think it is of very great importance in relation to the question now under discussion. It is an extract from a paper read by Sir Charles Tupper at a meeting of the Royal Colonial Institute on the 8th of May, 1894. He says:—"At the outset it is interesting to know the average time occupied in the conveyance of mails to and from Sydney and London by the present Suez route. The latest blue-book that I have been able to obtain is that of the report of the Postmaster General of New South Wales for the year 1892, issued in 1893. There I find that the returns of the mail service of the Orient Steam Navigation Company during the year 1892, give the average time between London and Sydney as  $33\frac{1}{2}$  days, and between Sydney and London as  $33\frac{1}{2}$  days; which in the case of the Peninsula and Oriental Navigation Company during the year 1892, the average time occupied in the conveyance of mails to and from Sydney and London was as follows:—London to Sydney  $33\frac{1}{8}$  days: Sydney to London  $34\frac{1}{8}$  days. The consideration paid by the British and Australasian Governments for the above mail service is £85,000 per annum to each company or £170,000 altogether; and out of this contribution of £170,000 the United Kingdom pays £95,000."

These large sums of money which are paid, I think are very properly paid, but, the advantage to the Empire, and to the colonies, of having a line all through British territory, absolutely safe, as short, if not shorter than any other line that now exists, deserves, I think, to be recognized, and, that the Imperial Government, as it has done in so many cases for other colonies, should contribute subsidies to the Atlantic and Pacific lines. The extract proceeds:—"The present intention of the proposed steamship company is to have upon the Atlantic a weekly service of 20 knots speed all the year round and to maintain it by the building of four exceptionally large, swift, completely equipped express passenger steamships. On the Pacific at present it is only proposed to have three steamships, thus adding one steamship to those now performing the monthly service between Sydney and Vancouver. The presence of a third steamship on the Pacific has enabled the promoters of the new service to suggest two propositions:—First, that there shall be during the summer months a three weekly service between Sydney, Moreton Bay, Fiji, Honolulu, Victoria, and Vancouver, and during the winter season a four weekly service by the same route. It may be said at the outset that the mails by that route can be easily delivered in the time now occupied by the Suez route; but it will be observed that it is only, in the one case a three weekly service, and in the other a four weekly service.

"2nd. If it shall be hereafter decided to call at a New Zealand port in preference to Moreton Bay, Queensland, then, with three steamships on the Pacific, the service can easily and regularly, all the year round maintain the four weekly service between Sydney, Auckland, Fiji, Honolulu, Victoria, and Vancouver. The drawback to calling at a New Zealand port instead of a Queensland port would be the lengthening of the voyage between the last Australian port of call (*i. e.* of Sydney) and England by 36 hours each way; but even allowing an additional 36 hours for the extra mileage by the New Zealand route, the promoters of the service state that they would be able to deliver the Sydney mails, from the date of the establishment of the

fast Atlantic service, in about the same time that is now occupied by the steamships of the Peninsular and Oriental, and Orient Companies from Sydney to London by the Suez route, while the New Zealand service (Auckland to London) would be reduced to within 31 days. It is stated that the current contracts between the British and Australian Governments and the Peninsular and Oriental Company and the Orient Company have been extended for an additional year, and expire in January, 1896.

"At the Ottawa conference to be held in June next one of the most important subjects for consideration will be whether the time has arrived for Great Britain and the Australasian Colonies to recognize Canada as an imperial highway for an Australian mail service affording the Empire an important alternate route, and I venture to hope that a favourable decision will be arrived at. At the present moment the only Australian subsidy actually being paid to the Vancouver service is £10,000 sterling per annum by the government of New South Wales. If that subsidy were increased to at least £50,000 sterling per annum from Australasia, and if the British Government will give the minimum subsidy asked for the Atlantic service of £75,000 sterling per annum, Australasia will secure in 1896 an alternate fortnightly route by way of Canada. As to the time to be occupied by the mail service between Sydney and London, the promoters of the new company are prepared to name 31 days as the period for the first term of years, but, in any event, to do it as quickly as can possibly be done by the Suez route. It is interesting to note from the blue-book above referred to that the net cost to New South Wales of its joint service via Suez was in 1892 only £13,274 8s. 5d. It is reasonable to assume, therefore, that the amount collected for stamps will go a long way towards paying the subsidy for the proposed mail service."

Now, Mr. Chairman, I fully endorse everything Mr. Lee Smith has said in reference to the importance of establishing this mail service. It is impossible to contemplate any business union between the colonies, any commercial union between the colonies and the mother country, unless every possible facility, which can be given to trade and commerce, over the seas, and overland routes, is given, and this will require a large expenditure of money. Canada, has already, as I view it, done its fair share in building the Pacific Railway, which gives to the mother country an absolute safe route, built on British territory, and which permits the mother country to carry her troops to her colonies in the shortest and safest possible way known. In consideration of these advantages, Canada has already agreed to expend a large amount of money for the purpose of subsidizing a fast Atlantic steamship line, and an Australian and Canadian line on the Pacific. Under these circumstances, I think it is fair to expect, having shown our strong will to help, and contribute what we could towards completing the system, that the Imperial Government should be asked to subsidize the line on the Atlantic, and the line on the Pacific. Then, I think we would have the most perfect system that could be organized, and a system which would contribute largely to develop the resources, not of Canada alone, but of all the colonies entering into the union. Sir, under these circumstances, I hope that when the time comes, the very strongest representations will be made to the Imperial Government, so that the subsidy which we expect, can be voted by the British Parliament, and granted for the establishment of these lines.

Hon. Mr. SUTTON.—What is the position of the matter in connection with the granting of subsidies for the Atlantic steamers? From reports, I understand the negotiations are at an end.

Sir ADOLPHE CARON.—These reports are not to be relied upon. Mr. Huddart was being commissioned by the Canadian Government to negotiate subsidies for the establishment of this fast service over the Atlantic Ocean. We had entered into a

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provisional agreement with him to give \$750,000 per annum for the purpose of helping in the establishment of that service.

Hon. Mr. SUTTON.—For how many years ?

Sir ADOLPHE CARON.—Ten years. He has been negotiating in England with capitalists. Naturally a line of that importance will cost a very large sum of money, and, as I understand, he has been successful so far in his negotiations. I do not mean to say that everything is completed, but everything that can be done has been done. The Chairman reminds me that Mr. Huddart is now waiting until the subsidy of \$750,000 be affirmed by Parliament, to complete his organization and make the arrangements necessary to carry out the scheme. The class of steamers being arranged for are equal to any steamers afloat. They are 20 knot vessels. They are to have 3,000 or 4,000 tons of cold storage, so that they would be very valuable additions to our system and would enable us to carry fruit and whatever perishable goods may come from these colonies.

Lord JERSEY.—On the Pacific ?

Sir ADOLPHE CARON.—No; on the Atlantic.

Lord JERSEY.—A very strong demand has been put forward for the granting of a subsidy by Great Britain; but I think it will assist us very much if we could have a few more data as to what the expected cost of the line would be; first of all, the line between Great Britain and Canada, and also the cost of the line between Vancouver and Australia.

The PRESIDENT.—Do you mean the cost to the promoters, or the subsidy ?

Lord JERSEY.—The cost of the line.

The PRESIDENT.—To the promoters or the government ?

Lord JERSEY.—To the promoters. We must have some idea what the cost of the line would be; we must know how much is expected, of course. The same remark would apply to the Pacific line. In a matter like this, it is clear that neither Canada, nor Australia, nor Great Britain would give a subsidy, except it were in return for some service. As a rule, the subsidy is given under the belief that the quick conveyance of mails is a good service rendered by the company. Of course quick service is essential. I must point out that Great Britain would certainly want to know beforehand what the contributing parties were proposing to give towards the subsidy, what the Australian Colonies were prepared to give towards the line, and what the Canadian Government were proposing to give towards it; and it is essential we should know how much it is expected to cost, because, supposing a subsidy were agreed upon by Canada for the Atlantic portion of the line, and it was found the line could not be carried out in a satisfactory manner, where would Great Britain be ?

The PRESIDENT.—We have taken care of that in our contract; the work has to be performed, or the subsidy ceases.

Sir ADOLPHE CARON.—I may say the four steamers would cost about two and a-half millions sterling; that is for the Atlantic service.

Lord JERSEY.—It must be considered entirely as a mail service, and the cost of that mail service is a very important matter. It could only come in that way, and the question which I hope the conference will consider is this: are they prepared to advise the postal authorities at home that it would be a great advantage to them—to the colonies—that the whole of the contracts connected with the mail service

should be re-considered in the immediate future, for the purpose of readjusting the subsidies paid to the different companies? No doubt a very large amount of money is paid by the Imperial Government for mail subsidies, and it is not going too far to say that the authorities at home are only anxious that that money should be used in the best possible way for the different parties within the Empire; that is to say, that the best mail routes should be chosen. Of course there is great force in what Mr. Lee Smith says, that in a matter of this kind one must go a little beyond the pecuniary considerations, because I think myself the creation of a good line of steamers would probably have such an effect that it would entirely revolutionize the Pacific, in a good sense; but I should like to find out what the different colonies of Australia are prepared to do in the matter, and what line of communication they wish to adopt, as between Australia and Vancouver: and also as to whether they think that the time is approaching when these mail contracts should be entirely re-considered. At the present moment there is a committee sitting at home prepared to deal with this subject. They will await the result of this conference, and the opinion of this conference must have a great weight with them, and they will not decide anything until they hear what this conference advises. But it will probably take some time to come to any conclusion, because of the dates when the different contracts will run out. At the present moment those contracts would run out at the beginning of 1895; they have been prolonged till 1896, and the China contract will not run out till 1898, and it certainly would be an advantage if all the contracts could run out at the same time. It would put the government in a much better position if they could make their contracts all at the same time, instead of having one of the contracting parties in possession, so to speak, for a number of years. I think with regard to some points like these, a little light might be thrown on the subject, and it would advance greatly the conclusion in the matter.

Hon. Mr. FOSTER.—Is there any particular period for which the home government gives subsidies—five or ten years?

Lord JERSEY—They were given for a certain number of years, which period expires, as regards Australia on the 1st of December, 1895, but the arrangement has been prolonged for another year; the China contract, does not expire until 1898; and it might be well that they should all expire at the same time, and so enable Great Britain, the colonies and the steamship companies to make a comprehensive contract. That would give an opportunity of then considering how much, if any, should be diverted from present contracts; and whether, as Sir Adolphe pointed out, if a fast line is arranged to go to Halifax or Quebec, a portion of the large contract with the White Star line should be diverted. What I should like to know is, what is the estimated cost of these lines? What are the general prospects of its success? Are there natural difficulties in the way of the fast line to Halifax or Quebec which would make that line undesirable, or are the difficulties only ordinary difficulties, which can be overcome in these days? As said before, the postal authorities at home will have to make out a case for the transfer of any contracts, or the diminishing of any subsidies which they are giving at the present time; and, in order to enable them to do that, they must have the fullest information which can be given to them. I might just mention that the postal authorities at home have made themselves liable for £45,000 for the western extension to Hong Kong and Shanghai, and that was done upon the very broad grounds that there is very great saving of time in taking that route; and

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also that the steamers that carry those mails can be used for other purposes, when the occasion requires.

Sir ADOLPHE CARON—Mr. Huddart is in Ottawa at the present moment, and I think that he could give us very valuable information upon the very point His Lordship has referred to, as to the cost of the different steamers and the number of steamers. He is a practical man, so far as that question is concerned, and I think he would give us very valuable information that we might not get from any others.

Hon. Mr. FORREST—I do not rise to address myself distinctly to the question before conference, but I simply wish to remind the conference that our time is drawing very near a close; we have received valuable information, I admit, from all the speakers, but I think we have not time to go into a lengthened debate, and it would unquestionably be very much better if a distinct proposition were put before the conference to consider or two distinct propositions, as the case might require; and, as Canada holds the key of the position I suggest that we should get such a proposition put before us by a Dominion representative, so that we can consider the matter from a practical point of view. I think it is the best way, and will save time.

Mr. LEE SMITH.—My view is that we should first have a general discussion, and I would be prepared afterwards to move in the direction of a line; but I did not care about making any distinct proposition, because, in the whole of this conference, we have proceeded in this way, commencing with a general discussion in the abstract; and that in the course I have followed in the matter.

Hon. Mr. FOSTER.—I would like personally to hear the views of all the members round the board in an informal way.

Hon. Mr. FRASER.—I have listened with pleasure to the remarks of my friend Mr. Smith in moving his motion, and we all acknowledge that the more mails we have to Australia the better for all concerned, and the better for trade. Of course, as Lord Jersey has just remarked, the mail contract with Australia terminates in about a year, which contract has been extended, I think, for about another year. That was done quite recently, and there was a very strong discussion, at any rate in the Upper House in Victoria, regarding it. It was distinctly understood,—and the government made a promise,—that they would take good care that, in any renewal of mail contracts with either the P. & O. or Orient, one provision should be made for the carriage of frozen meat, butter, and such produce, and that has been agreed to, I think, by the companies. Well, now, I know there is a feeling, with some public men in our colony, at any rate, that it is more important to arrange for cheap transit of produce than for any great alteration in the mail arrangements. The arrangements at present are considered, I think, on the whole, very satisfactory. Of course, there is no doubt it would be an advantage if the speed could be increased; we all know that could be easily done; but with our cable system, that is not as imperative as the other view that I mentioned, viz., the cheap carriage of our frozen meats, butter, fruits, and so on. The prosperity of Australasia or Australia greatly depends upon cheap carriage of our immense quantities of produce.

Hon. Mr. PLAYFORD.—Cheap and quick.

Hon. Mr. FRASER.—Yes, cheap and quick. I recognize that quick despatch of huge cargoes of frozen mutton is inconsistent with cheap freight. Cheap freight is

the great consideration for our frozen mutton; and, even now, in Queensland they are making immense strides in that respect, and in Victoria we are just commencing to erect large frozen-warehouses, or frozen-factories; and I predict that, in a very short time indeed, the trade in that respect will be immense. We have in the four colonies 106,000,000 sheep, and we could easily increase them and multiply them if we saw a profitable outlet for the surplus produce. I am speaking now for Victoria, New South Wales and Queensland; and my interest in New South Wales and Queensland is much larger than in my own colony, Victoria. We can multiply our frozen mutton produce immensely, if we can see our way to dispose of it. In some cases we really have had to boil down large numbers of sheep, because we had no market. In one property I am connected with, the Squatting Investment Company in Queensland, on the border of New South Wales, you would be surprised to learn that we have had to boil down, for their tallow alone, 45,000 ewes, simply because we had no market, and no place to freeze them to advantage. Now, all that would be very quickly changed; and you can easily see that it is only a drop in the ocean compared with what we can do. Millions and millions of sheep have been boiled down in Queensland and New South Wales for their tallow. The boiling down establishments have risen like magic all over New South Wales and Queensland, and, of course, that is forced upon us; but that will not continue long when we come to make arrangement for cheap freight, and when we get those large ships built, like the "Gothic" and other ships carrying 80,000 carcasses of mutton, as I have seen when I was in New Zealand last summer. The lowest rate of freight we can get I think is three farthings per pound, and if they will carry at a rate like that, it will be very satisfactory. Mr. Forrest is perhaps better up in the matter of freight, because he has been discussing those matters; but it will be a great benefit to us to be able to have our frozen mutton carried at the rate of three farthings per pound. I think Thompson's line of steamers have made very favourable proposals to our government for the freight on butter per month; and we are moving more in that direction, I think, than in the direction of mails. I am afraid that the route across the Pacific and across the Canadian Pacific Railway would not be favourable to anything except mails and passengers. I do not think we can look forward to that route for anything except mails and passengers. I am speaking now for England—for Europe. Indeed, personally, I may say that I do not see very much hope of doing a trade that is worth mentioning with Canada in mutton. You are exporters of beef yourselves; we cannot expect to send you very much beef, and we do not wish to force a trade against your will. We would not do it, of course, if we tried. With the exception of the Pacific slope, we do not hope to do much trade in Canada in that line. With respect to mails, I think that if you had fast steamers across the Atlantic, which would also take a great portion of the traffic that now goes from the United States, New York and elsewhere to the old country, a great portion of that fast passenger traffic would go from Canadian shores to England. Then the mails, no doubt, could be accelerated in their despatch from Australia to London. We in Victoria expect to have some little share of the terminal advantages. I do not suppose we are able to say what we can do in that respect; it is, a matter for the Parliament and the government to consider; and, no doubt, the boats could arrive there and depart from here as well as from other colonies; but I am not personally in favour of that local isolated view; I should hope that our Parliaments would rise superior to that

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because I consider that, whether passengers leave Australia from Sydney, Brisbane, or Melbourne, we ought not to look too narrowly into the place of arrival or departure; and the same can be said with frozen mutton or other products, because, of course Australia stands or falls as a whole. It does not stand or fall in an isolated view of the matter; and every advantage that can be gained by Sydney, by Brisbane, by Adelaide or by Melbourne is an advantage to the whole; and it is in that sense that I look upon it.

HON. MR. PLAYFORD.—Mr. Lee Smith has informed you that he did not expect South Australia or Victoria to join in subsidizing the mail route through Canada and the Atlantic. A glance at the map will show we lie at one end of the continent, and our route is by the Suez canal.

MR. LEE SMITH.—Very largely.

HON. MR. PLAYFORD.—And I anticipate that that route will be continued, because, whatever you do with the fast service across the Atlantic, and an accelerated service across the continent, and a fast service across the Pacific, you will never be able to come up to the time made by the Suez canal, for the reason that the present mail service could be quickened a good deal; they could make a week difference in the service; they go along as slowly and comfortably as possible. They do not make time. When I travelled from the colonies to Naples, from Adelaide, we were not going full speed or anything like it, because we did not want to get to Columbo before a certain time. We met the mails from Hong Kong, Singapore and the Straits settlements, and we had to meet them on a particular day in Columbo, to deliver their mails to the Australian steamer, which carries them across that part of the Pacific Ocean into Aden, and on up the Mediterranean until they are landed in Italy. I am quite sure that that line will never be discontinued; it will be the quickest route under any circumstances, and if you want to make it quicker still you can do so and you can save a great many more days by not calling at Columbo at all, but making the Australian service go straight from Cape Guard, a place which is at the entrance to the Red Sea; instead of going the two sides of the triangle up to Columbo you need only take the one.

HON. MR. FOSTER.—Does it go straight to Columbo?

HON. MR. PLAYFORD.—Yes.

HON. MR. FORREST.—You would save 400 miles; that would be the difference.

HON. MR. PLAYFORD.—There is no doubt as far as the colonies are concerned, we are well served. You have the one mail route, England first to Asia, to carry the whole of the mails for India, for the Straits settlement, including Singapore, Malacca, and so on, for Hong Kong and for China and for Australia; they all go to Aden; at Aden there is a branch to Bombay; they have a branch steamer running into Bombay; when you get to Columbo the steamer discharges her mails for Madras, Calcutta, the Straits settlements, and Hong Kong, and she takes the Australian mails on to Western Australia, and along the coast till she reaches Sydney. As has been pointed out by Mr. Fraser, we have been agitated—in fact the whole of the colonies interested, and more especially Victoria, have been agitated—to get larger cool chambers provided by these steamers. Even leaving out the question of frozen mutton, which would very likely be better carried in large steamers especially fitted for the purpose, which are not required to go at a great rate of speed, because the more the speed the greater the expense, even leaving that question out of consideration, we



have two other products which we ship in large quantities. Victoria sends away butter; that requires to be got to London pretty quickly, because you want to send the butter into the London market at a time when their supplies from other sources are short. We can only do that by sending it quickly. The other article comes from Tasmania; that is fruit, and especially apples. They require quick transit for precisely the same reason as butter requires it, viz., to get them into the London market when apples are an exceedingly scarce commodity. At the present time these steamers have not sufficient cold storage accommodation, and they cannot carry the whole of the produce we have got by those two lines, apples on the one hand, and butter on the other. Therefore, we are agitating, and we shall insist, in any new contract we enter into with regard to those steamers, that they shall increase their cold storage accommodation, and reduce their high charges for the products. They charge 4s. 6d. for taking apples from the colonies to London, for forty pounds weight. That is an enormous charge. Under the circumstances the colony of South Australia, situated as she is, cannot very well agree to subsidize two lines of steamers; we will subsidize the one which suits us best; but we are absolutely prohibited at the present time from sending our mails by the Pacific route. At the present time the Pacific rates, either through the United States or Canada, are so high that every letter bearing a twopenny-halfpenny stamp costs the government fourpence.

Mr. LEE SMITH.—How do you pay?

Hon. Mr. PLAYFORD.—We pay on letters 1s. 6d. a pound from our colonies to San Francisco. Then we have the transit rates through the United States; the territorial rates are sixpence per kilo, and the Atlantic Sea transit 5 francs per kilo; Canadian rates are 2 francs per kilo across Canada. On a letter with a twopenny-halfpenny stamp, if we send our mails through either of these routes, we have to pay four; so that we lose very considerably by it. By the other route it comes to about the amount of the postage, and, therefore, in that route, we do not lose much if at all.

Hon. Mr. FOSTER.—Do you subsidize any freight steamers?

Hon. Mr. PLAYFORD.—No, we subsidize no freight steamers, and the chances are we are not likely to. Now, there is another agitation getting up in our colony, and that is this, that we ought to pay very little subsidy, or no subsidy at all, and depend upon the ordinary passenger boats for bringing our mails, because every vessel is bound to carry letters, bound to carry at fixed price to any port she may be bound for, and there is a very strong feeling in our colonies that, if we subsidize the steamers at all, it will not be so much for carriage of letters in the future as it will be for the carriage of produce, and increase our commerce in that way. Under the circumstances, I say to the conference that South Australia cannot agree to subsidize any mail line of steamers; we are inclined to make our subsidies for the Suez route, which will be our natural route under any circumstances, as low as we possibly can, to make it less than we are giving at the present time. There is a strong feeling in the colonies, that if we do subsidize it, it will be more by the way of helping them to provide cool quick transit to the European markets than for any other object.

Hon. Mr. SUTTOR.—In discussing this resolution in the abstract form submitted to us, I think that, in a matter of this kind we might have been invited to consider some more definite proposal than that submitted to us; and, as we have been invited here to attend this conference by Canada, perhaps we should not be expecting

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too much if we looked to the Canadian representatives for some definite suggestions with regard to this proposal which emanates from them. Now, with reference to the speech just delivered by Mr. Playford, I am inclined to think that all the colonies are somewhat in the same position as South Australia. They are all fairly well served with their mail service now; although South Australia is in the position, that she gets her mails quicker than we do from the United Kingdom; still, if this mail service is to be established with a view to bringing us all into closer relationship with Canada, it is not unreasonable to expect that all the Australian colonies should contribute towards the desired end. That my colony is in favour of closer relations with Canada is proved conclusively by the very fact that we are now the only Australian Colony contributing towards the mail service from Sydney to Vancouver, and, therefore, it is not necessary for me to show how desirous New South Wales is to enter into closer communication beyond mentioning that fact. I think the representative of Canada (Sir Adolphe Caron) rather misunderstood Lord Jersey when he said Mr. Huddart could give him the information; because I think the information Lord Jersey desired was not the cost of the steamers Mr. Huddart was about to construct, but the cost of conveying the mails from one point to the other; that is, taking the cost of the subsidies required to carry out this service, and deducting from that the receipts in the shape of revenue from letters, would give generally the estimated net loss from the service.

Hon. Mr. FOSTER.—Simply on the mail matters?

Hon. Mr. SUTTOR.—Yes; I think that could be easily done. If, in future contracts, we are to consider the proposals thrown out by Mr. Fraser and by Mr. Playford, that in entering into mail service contracts we are to require that the contracting parties shall provide a certain amount of cold storage accommodation of a particular character for the carriage of goods, and stipulate that these goods shall be carried at a certain rate, I think both these gentlemen will admit they are entering into a new principle with regard to these contracts; and the consideration will be what we are going to expect these large steamers to carry cargo for, rather than what they are going to charge for carrying the mails. I am rather inclined to agree with Mr. Playford that the time is not far distant when we shall be justified in withdrawing all subsidies from steamers, and that the communication between the different parts of the Empire will so increase in the way of mail matter that we shall be able to pay them a certain amount of poundage, which will be sufficient to justify these steamers in carrying their mails and continuing the service; but I think that this mail service between Australia and Vancouver stands rather upon a different plane than that, and I am of opinion that, in considering this matter, we should look at it from a national point of view, because, if we are going to bring about these trade relations which we have been called upon here to consider, in order to bring the different portions of this Empire into closer harmony with each other, we cannot do better than assist, in the way my colony is doing by the mail service now in existence. An appeal has been made to the imperial authorities, and it has been suggested in this debate that the Imperial Government should subsidize this line on the ground that it ought to subsidize all mail routes in its interests as well as in those of the colonies. In this particular instance there are certain claims upon the Imperial Government which should not be ignored. This line from Sydney to Vancouver now calls at Fiji. Fiji has not contributed one cent towards the cost of the line, and yet

Fiji is now being brought more directly in contact with New South Wales and the Australian colonies and Canada than it ever was before. Now, if we are going to continue this service, I do not think we are asking too much in inviting the home authorities to assist in the expense. Here we have a Crown colony now placed in better communication with the mother country and the Dominion of Canada and the Australian Colonies, and I think upon that ground alone the imperial authorities ought to assist. I am glad to say in reference to the statement I have just made, that I have been informed by Mr. Mercer that there is an amount of £1,500 in the imperial estimates for a subsidy towards this mail service.

The PRESIDENT.—Is that information you would like to have placed upon the records, or is it for our information simply?

Mr. MERCER.—There is no secret about it. The Secretary of State recently authorized the colony of Fiji to place the sum of £1,500 in the estimates for the current year.

Hon. Mr. SUTTOR.—I have been informed that there is a sum of £1,500 to be submitted to the Imperial Parliament for their consideration.

Mr. MERCER.—That is a colonial estimate, a Fiji estimate.

Hon. Mr. SUTTOR.—Voted by the Imperial Parliament?

Mr. MERCER.—No.

Hon. Mr. FOSTER.—As a Crown colony the imperial authorities would authorize the Colony of Fiji to place £1,500 in the estimates.

Hon. Mr. SUTTOR.—I am informed that the Fiji Government is prepared to pay £1,500 towards subsidizing this line. I am glad to hear it. Although we are considering this question from a general point of view, we cannot ignore the fact that New Zealand is desirous of having this line call at one of her ports. Although I did not catch Mr. Smith's statement exactly, I thought that was his proposal.

Mr. LEE SMITH.—I absolutely avoided any reference to route or the interests of any particular colony. Of course, I am going to speak on that matter when we get into particulars.

Hon. Mr. SUTTOR.—If on another day we are going to discuss the matter in a more definite form than now, I think I had better reserve my remarks till that time.

Mr. LEE SMITH.—It would never have done for me to have come here, until after the general discussion, to propose a definite plan. I thought it very probable that the Canadian Government would suggest something.

Hon. Mr. SUTTOR.—If we are going to debate this now as a general principle and later on some proposition is going to be made of a definite character, I will not now discuss the different proposals that may be made with regard to this route. I am prepared to discuss the question, after the statement of Mr. Smith, from a national point of view. We cannot expect it to be a successful mail service if it is not going to accelerate the transmission of our mails between England and Australia, and I think we must all agree that it is desirable that this mail service should run in the most direct line possible between Vancouver and Australia. That being so, it would be ridiculous to suggest that the service should take in one or another point which in every case increases the distance. I am quite prepared, if we are going to discuss this matter later in a definite form, to let it stand just now. It is a pity if we are going to take up the whole morning discussing it on

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general principles and then occupy a whole day later discussing it in a definite form. I think we might have some definite amendment now.

Hon. Mr. THYNNE.—I think it would be better to wait until the matter is discussed in detail. Then I shall be prepared to discuss the matter more effectually. I can only say this: That we have heard several of the different colonies put forward their idea, and it will be quite apparent to those who do not belong to the Australian colonies that in our present condition of separation from each other, it will be very difficult indeed to bring the Australasian colonies together in line upon any one proposal until we are in a position to deal with a question of this kind as one large question between Australasia and Canada. It is a very difficult thing indeed for us to bring our diverse and separate interests into joint action. We have heard the western colonies, South Australia and probably Western Australia say: "We can have nothing to do with this line, it does not touch us." We have Victoria saying that it may not help them, but if the steamers will touch their ports they will be prepared to consider the question of support, and, without that, very probably there will be difficulty in persuading the government to support it. New Zealand wants to know whether this line is going to call at New Zealand at all.

Mr. LEE SMITH.—I never alluded to that.

Hon. Mr. THYNNE.—My friend is careful to refrain from that. His refraining from mentioning that strengthens my view as to what New Zealand wants. I do not think that Queensland is any worse than the others. We have our Parliament to consult. If the Government of Queensland desires a mail service to Canada we are prepared to go as far as we can, but the details, I think, should be left until the definite discussion takes place. I do not think any one can claim any great amount of patriotism in this matter. The governments are in the position that they have to please the constituencies they represent in their own province. Beyond an expression of the general desire to support this as far as our governments possibly can do, I do not think we can add anything more.

Hon. Mr. FOSTER.—I have been pleased so far with the discussion that has taken place and with the general interchange of opinions that we have heard. Of course, Canada is very vitally interested in this, her position being in this respect much the same as the position of some of the colonies of Australasia on the cable; that from a selfish point of view her interests are much larger. I do not think that we who represent Canada here can at all fail to appreciate the expression of sentiment which has been given by the representatives of the different Australasian colonies, that have spoken. There is no one of them but has evinced a sympathy with the alternative route. I think we may take that for granted. All parts of Australia would be favourable in so far as that goes to the establishment of an alternative route via the Pacific Ocean through Canada to Great Britain. While we all agree upon that, I think it is of a very great deal of importance for the whole undertaking that the conference should agree upon some expression or some particular opinion as regards it. I am trying to feel my way as to what would be the terms of a resolution upon which we can agree. We can all agree, as far as expressing our sympathy with the undertaking is concerned. There are certain large advantages, from an imperial point of view, which would be gained by establishing the alternative route. The very arguments which took place with reference to the necessity of an alternative cable route through a British territory, as regards times of upheaval and war, would apply to the alternative mail service which goes enti-

rely through British territory and touches at British ports and through a comparatively peaceful ocean—the Pacific Ocean. So that as far as that is concerned the colonies are interested in the Imperial point of view, to a certain extent, selfishly because if upheaval did take place, and the Suez service was interfered with, this alternative line would be of great importance to these colonies. We can all agree then, that as far as that aspect—the imperial and large intercolonial interest is concerned, benefit would come from the establishment of that alternative route. Then again, I think there is something else upon which we can all agree, and the Australasian colonies themselves are mutually interested in it. If by the establishment of a route from Australia via Canada to Great Britain, a saving of time can be made over and above what is made now, an alternative competing route can be opened up, even South Australia and all the other colonies lying on that side, would reap the benefit from the improvement in the service, the improvement in time, and the competition which will take place in rates, because there will be active competition without doubt. The whole point that is very strongly urged is that the swiftness of a fast service would be of a great advantage over the existing routes. That will spur on the existing route and in this competition there will come a great advantage to the Australasian Colonies in a direct way. Therefore, I suppose it is not difficult to agree to ask the sympathetic consideration and every possible co-operation of the Australasian governments and the interests of the Australian Colonies and Canada would not be very far apart. These are points upon which we can certainly all agree. We have some claims and some grounds upon which we can approach the British Government in this respect. Very kindly indeed she has met our representations in reference to the China service, and she has put her hand into the treasury, and assisted that service jointly with Canada. She gives very largely for the mail service crossing the Atlantic to-day. It would not be at all out of the way for her to consider as circumstances will allow, at least, the diversion of a certain part of that service for which she pays across the Atlantic to come via this new line. There is, I think, the very great advantage over and above all this which may be put before the British Government, the advantage of having upon the Pacific—which is to be the ocean of the future, which is to be of far greater growing importance in the future than in the past—I say it would be a great advantage in the Admiralty point of view, that vessels of the class which would be built to carry on this service could be fitted up for armed cruisers to be established on that ocean in case of war. That is more easy, because it is the settled policy of the British Admiralty to take advantage of the mail steamers in that way. Well, taking all these things into consideration, with the larger interests as well as the smaller interests, it seems to me that we have a fair case on which we can beg the consideration of the British Parliament. Now I submit, that we might agree to a resolution like this: Expressing in the first place our united sympathy with the establishment of an alternative line, declaring our willingness, so far as we reasonably can, to assist the enterprise, and to ask of the British Government a sympathetic consideration of aid for the service. Queensland has expressed her sympathy and her disposition to assist if it could be reasonably done. Mr. Thynne has very well given an expression of it in a few words, and Mr. Suttor and Mr. Lee Smith will find no difficulty. One has already given tangible proof of his practical cooperation and, if the matter of ports could have been arranged, I understand Queensland would be in the same position with reference to it. New Zealand has a large interest in it, because it would open to her a mail service of great benefit,

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and Fiji has practically shown her interest by the way in which she proposes to put an amount in her estimate. I think we may easily come to a conclusion on these lines and draft a resolution which will meet the views of this conference which I am sure will have great weight with the British Government. Canada has strained herself almost to the utmost in these matters. What have we done? I might mention—not in any boasting way—that she has taken a strong view in that particular. After we had developed our country to a certain extent, we decided that what we needed, was to stretch out the arms of communication to all the different outlying countries where we could possibly make good interchange and communication, so we have put our hands in our pockets to the tune of \$73,000 for the Hong Kong service. That we paid for our communication with China and Japan. We have subsidized a new steamship line to Australia by a vote of £25,000 sterling—a large subsidy. We have opened communication with the West Indies, and to which the West Indian colonies contributed not one farthing to furnish. This has cost us considerably over \$100,000 a year. We have come to the conclusion, and will ask Parliament on Monday or Tuesday next to ratify that conclusion, that for this fast Atlantic service to which in a certain extent we are bound by previous communication with Great Britain, because Great Britain gave to the China and Japan line largely with a view that we were going to have an accelerated Atlantic service—although we first voted half a million of dollars a year, which we thought a large subsidy—we will go still further, and vote \$750,000 per year for ten years and \$300,000 per year for ten years thereafter, for a proper kind of Atlantic service between our shores and Great Britain. I think that is a practical sympathy, which on the whole runs up closely to a million and a half of dollars which when these services are all completed we will be paying for steamship purposes alone. That is a large amount considering our revenue. We have, therefore, shown our view by the heavy subsidies which we have either given or which we are about promising to give. Consequently, the conference will see that we are deeply interested in this matter, and if the conference can pass a resolution, something on the line of which I have spoken, to assist our plea that the British Government should enable this communication to be carried out in its entirety, we shall be pleased indeed. After all, what a grand thing it would be to circle the globe with a British service, because that will be practically encircling the globe with a British service! Then a man in London can simply buy his coupon tickets for Sydney or any of the Australian colonies and stop off where he pleases, in crossing the continent, because the line will be one continual service. It would be practically beneficial in the point of prestige, which is also a strong argument in its favour. It would bind together very greatly the colonies and the mother country in that unity of interests which we all agree is essential for the permanence and stability of the Empire. I just make these few general remarks and I am glad to have had heard such unanimity of opinion on this important matter, and I hope we will have a resolution of this conference in favour of that general line of communication.

Sir HENRY DEVILLIERS.—The delegates from the Cape of Good Hope have taken no part in this discussion for the obvious reason that we are not directly concerned in this service. I think so far as we are concerned it would be against our interest to encourage the steamship service between Canada and Australia, but we are inclined to take the imperial view of this question. We think we ought not say a word which might stand in the way of communication between Australia and

Canada being increased in the future. At the same time we hope that we shall not lose entirely the trade which has existed round the Cape of Good Hope, hitherto between Australasia and Great Britain. We hope that in spite of any subsidies which may be given, that the trade around the Cape of Good Hope between Australia and Great Britain will continue. At all events we are not going to ask the Imperial Government or this conference for any subsidy. It was at one time prognosticated, when the Suez canal was made, that we should lose the trade round the Cape of Good Hope. That has not been so. The Cape of Good Hope has maintained its position and I have no doubt the Cape of Good Hope will still be able to maintain its position notwithstanding increased steamship communication between Canada and Australia.

Mr. LEE SMITH.—This is a very good time for me to enlarge the scope of the discussion, after the remarks which have been made as to the abstract nature of the proposition which I have submitted to this conference. I admit I am somewhat surprised at the criticism that has been made, as all our discussions have been of an abstract nature and this question was brought forward purposely in this way to meet the views of the conference. I think it would be of interest if I lead the way and explain to the conference what I think my colony is prepared to do. I am going to take some responsibility on my own account regarding a matter which my government as yet knows nothing about, but which I think after hearing my explanation my government will agree to. Now, sir, a few remarks have been made as to New Zealand. Mr. Thynne has stated that New Zealand has a greater interest in this question than any other colony. I will admit at once that I do attach a great deal of importance to it and I may say at once that my colony is prepared to give a very liberal subsidy towards this mail service. I will tell you what that is, Mr. President. We will give £10,000 straight out, if the service call at Auckland, on its route to Sydney. I am sure it will make a difference of thirty hours only between Vancouver and Sydney, but more than that, as it has been suggested that this question could be looked on very largely from an imperial point of view—and I agree with that cordially, seeing that we have thought so much of the desirability of making the communication between our colonies and the mother country from an imperial point of view—I will go further. I will recommend my government to give £1,500, from that point of view, if the other colonies disregard this question altogether from trade connection, but as an imperial service, and recommend their colonies to do the same thing.

Lord JERSEY.—As a supplemental ?

Mr. LEE SMITH.—Yes, my Lord, from an imperial point of view, and that will test whether the other colonies are desirous of giving force to their remarks that there is an imperial aspect to the question. If they will not do that the imperial point of view of the question vanishes into thin air. We will give £1,500 a year which we might regard as a subsidy given on purpose to promote so far as we can the consolidation of the Empire.

Lord JERSEY.—Hear, hear.

Mr. LEE SMITH.—Always understanding that the British Government assists the Canadian Government in a manner to enable this service to be what we hope and expect it will be. It will not be satisfactory to us unless it is equally as good as the service via San Francisco as regards the connection across the Atlantic. I

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throw this suggestion out as hon. members have thrown down the gauntlet in a straight manner, expressing the opinion that the matter should be considered from an imperial point of view.

Hon. Mr. FITZGERALD.—Is this offer contingent upon the necessity of these mail steamers touching a New Zealand port?

Mr. LEE SMITH.—They must stop at Auckland.

Hon. Mr. FITZGERALD.—Would not the connection with Auckland involve a lengthening in the time of the passage to a port on the Australian continent to Vancouver?

Mr. LEE SMITH.—It makes a difference between Vancouver and Sydney of thirty hours.

Hon. Mr. FITZGERALD.—It is more like 48 hours.

Hon. Mr. SUTTOR.—It is 800 miles on the map.

Hon. Mr. FITZGERALD.—This 48 hours destroys entirely the advantage as regards speedy communication between the other colonies and Vancouver, and consequently the offer of New Zealand will affect rapidity of mail carriage.

Mr. LEE SMITH.—Mr. Fitzgerald does not describe my attitude fairly. I only ask that the other colonies give £1,500 a year from an imperial point of view, and it is immaterial from that aspect whether it is one or two days later or not. I know that the present Postmaster General of New South Wales, at the conference held in Wellington last March, said that they regarded this more from a trade point of view than the mail service and they would not object to the steamers calling at Auckland. If we were asking Southern Australia, or Tasmania, or Queensland, to give £10,000 to it, then Mr. Fitzgerald's answer would be proper. When I am only asking to give this vote on the imperial aspect of the question, then I think Mr. Fitzgerald's remarks are not at all applicable. In this aspect it does not matter whether it is one or two days longer or not. I am going altogether beyond my power with regard to this £1,500, but I feel perfectly sure, when I explain to my government the reasons why I have done it, they will at once endorse what I have done.

Sir ADOLPHE CARON.—With the permission of the conference I would prepare a proposition, which I would submit to Mr. Smith, Mr. Sutor and the other gentlemen and we would try to arrive at a satisfactory conclusion on this question. Then I would submit it to the conference on Monday morning. It would be the practical way of dealing with it, because we have heard the views already expressed, and I think by consulting together it may be possible to arrive at a conclusion that would be satisfactory to the conference.

Hon. Mr. THYNNE.—I might be permitted to add what I said a little time ago on the general question. Reference was made to the Queensland mail service which is said to be one exclusively for Queensland. That is so. Queensland has subsidized a mail service on the British India steamers with the old country. That mail service is the quickest mail service in the present time in existence for a part of Queensland—the northern portion of Queensland. Of course, you all know we have a very long coast line in Queensland and it takes a very considerable time going from the north to the south—some 1,500 or 2,000 miles. As a mail service for about one-half of the northern half of the coast line of Queensland it is the quickest service available, as regards the rest it is also a very useful service, because it is a cargo service as well as a mail service, and we have come in Queensland to look



upon the question of subsidizing lines of steamers as a cargo service, and not altogether as a mail service; and this is a question which may come up as a practical solution before very long, that to encourage our trade, we may be giving subsidies to lines of steamers not only from the point of view of a mail service but the point of view of benefiting the country by a reliable and steady means of exporting perishable goods especially. I mention this for two reasons: Queensland now subsidizes to the extent of something under \$20,000 for a mail service which could not be supplied by another subsidy to other lines which the other lines are not capable of supplying. I mention this to let the members of this conference understand that the Government of Queensland always has a rather difficult matter to adjust, because the claims of the different portions of the colonies have always to be considered and adjusted in dealing with propositions to benefit one portion. We have to consider the feelings and influence as well as the political influence of the people of the other provinces.

The PRESIDENT.—Do I understand you to say that the mail service you now subsidize could not be secured by any other route?

Hon. Mr. THYNNE.—The quickness of the service to the northern portions of the colony which we get by the Queensland mail service could not be supplied by any of the other subsidized lines at the present moment.

The PRESIDENT.—Would it not be supplied by a direct fast line from England via Canada across the Pacific?

Hon. Mr. THYNNE.—The fast line would touch at some place which would supply the whole of the colony.

The PRESIDENT.—Would not the line touching Brisbane accomplish the same object?

Hon. Mr. THYNNE.—Not quite to the same extent.

Lord JERSEY.—Although there might be very good reasons, from an Australian commercial point of view, in some of the arguments which have been advanced, still the great point before the conference is the mail service. The Imperial Government could not be expected to look on this question from a commercial point of view. They might look at it from an imperial point of view and the postal point of view, and I venture to think if the conference is going to base its ground upon cold storage, and things of that kind, they will probably lose a good deal of support they might get otherwise.

Hon. Mr. FORREST.—I had not any intention of speaking further at the present time until I heard the remarks that have fallen from some of the latest speakers. It is just now possible, however, that a motion will come before us that we can agree to without any discussion. So far as a mail service between England and the Australian colonies is concerned, I think in point of time it will be very difficult, if not impossible for the Vancouver service to compete with the Suez route, and the time by latter route can easily be reduced. There is no better way of understanding the position than to get at the facts, and there is no quicker way of getting at the facts than to relate them exactly. I have only recently come from Australia via London to Canada. I travelled in one of the new P. & O. ships, the "Australia." When travelling between Albany and Colombo we did not travel at full speed because there was nothing to be gained by it. The captain then had to wait at Colombo for the "China" and some of the Indian mails. We were three days at

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Colombo. The "Australia's" best speed is  $17\frac{1}{2}$  knots. We lost eighteen hours at Aden waiting for the Bombay mail. The P. & O. Co. have on the stocks at the present moment and will have on the sea within four or five months a vessel to carry mails to Australia. She is a 20-knot boat and she is only one of a certain number. I need not go over the ground pointed out by Mr. Playford. He has shown the conference if you go direct from Aden to Australia, we can shorten the routes by the present ships, at least five days. Speaking for myself, I do not see really that Australia has much to gain by this service as a mail service. There is no good shutting our eyes to it, other people will see it. I do not think it will be of any great service to us, and in this connection I would like to refer to what has been said that if we had this line in times of trouble we would have safety, and that the same arguments that were advanced with regard to the cable might be advanced with regard to the mail service. This is not the case with all due respect. If we had the cable and could keep that open, it would not make very much matter whether we had any ships on the sea at all, under the conditions of war. In fact in these days, whether the battles are on sea or on land, they are short, sharp and decisive, and the chances are the whole trouble would be over before we could get word by the mail steamer. Therefore, as far as this question of safety is concerned, if we had a cable and kept in touch with Great Britain, it would not make much difference whether we had ships or not.

Hon. Mr. THYNNE.—The cable is the most important?

Hon. Mr. FORREST.—The cable to my mind is of far greater importance as far as imperial connection is concerned, but at the same time, I cannot rest here believing as I do that we should have better trade relations between the Australian colonies and these great provinces here. \*I forget the exact figures, but if I remember rightly the trade with Australia last year was only about \$100,000.

Hon. Mr. FOSTER.—It was far more than that.

Hon. Mr. FORREST.—At all events it is a very small trade.

Hon. Mr. FOSTER.—It is quite a respectable trade for a beginning.

Hon. Mr. FORREST.—I would like to see that trade increase, and we all know that a freer means of conducting trade often creates trade and, therefore, I would be very glad to see something done in the way of starting a subsidized service between the Australasian Colonies and Vancouver. I would like very much to hear some expression of opinion from the Canadian delegates who thoroughly understand the question how this trade is to be carried to any very great extent between the Australian Colonies and the Canadian Dominion by way of what is called, its western gates. There is not, I understand, any great extent of good country to be opened up at the western side; at all events the bulk of the population is on the eastern side and I fail to see how we can carry on a trade successfully by sending goods about three or four thousand miles by rail from the western coast to the population. It may be that the cost of conveying the goods can be reduced to such a rate that it can be carried on. I would like to get some information in that connection. I know that you do charge very low rate. Our neighbours across the borders have reduced railway freights until they are almost as cheap as water rates.

Hon. Mr. FOSTER.—Freight carriage in the east is more than divided between the railways and Erie canal.

Mr. LEE SMITH.—It appears to me that I have offered to give this money to the extent of £1,500 on the supposition that we are to have a mail service leaving New Zealand as the last port of call. I would recommend, to test this idea of confederation and love for our mother country, that that be given also by the other colonies.

The PRESIDENT.—Is it not advisable now to pass this motion? It simply says that it is advisable to take this question into consideration. It has been fully discussed. I may state that Mr. Huddart is here and we might as well hear him.

Hon. Mr. FORREST.—I wish to point out that if we establish a line of steamers with Canada we hope to increase our correspondence with Canada. If we are not going to increase our trade and correspondence with Canada what is the use of establishing steamers? In this connection I think we would be entitled to imperial sympathy.

Mr. James H. Huddart was then invited to sit with the conference.

The PRESIDENT (addressing Mr. Huddart).—Mr. Huddart, the conference has been discussing the fast Atlantic line and also the connection with Australia from Vancouver. Some questions have been asked with reference to the probable cost and what subsidies you would think would be necessary in order to make it a success. You might give the conference whatever information you desire on this matter. Of course it must be approximate to a certain extent.

Mr. HUDDART.—There are two propositions as regards the Pacific line. One is to make the present monthly service into a three-weekly service taking in for the present the subsidizing governments and the port of Auckland and then Fiji and Honolulu as at present. That can be done all the year round quite easily and readily with three steamships. There is another proposition on the Pacific to have three steamships but to make the sailings more frequently, at least during half the year. say three-weekly or if business justified it three steamships might make the service all the year round three-weekly. Then there is the larger project of making Canada the great imperial or alternate highway between the United Kingdom and Australia and the Islands of the Pacific. On the Pacific that would involve five steamships of a high rate of speed. That project is taken up in connection with your proposed swift Atlantic steamship service and your government, the Canadian Government, are prepared to subsidize a steamship company to the extent of three quarters of a million dollars per annum. I may say here, that the success of the Atlantic service depends almost entirely upon the British Government. Four boats will have to be provided, capable of steaming in ordinary Atlantic weather all the year around 20 knots at sea. In order to maintain that as a through service from Sydney to England, these four Atlantic boats will make a weekly service on the Atlantic and five steamships will make a fortnightly service from Sydney on the Pacific. That would involve subsidies from Australia of at least £50,000 sterling per annum.

Lord JERSEY.—From Australasia.

Mr. HUDDART.—Yes, my lord.

Lord JERSEY.—In addition to the Canadian subsidy?

Mr. HUDDART.—In addition, of course, to the Canadian subsidy and in addition to the Imperial subsidy. These nine steamships would be a great cost. The capital that would be required for that number would be £3,000,000 sterling.

Hon. Mr. FOSTER.—That is for the larger project?

Mr. HUDDART.—Yes.

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Lord JERSEY.—Do you mean including the Atlantic and Pacific ?

Mr. HUDDART.—Yes, the project is, my Lord, to have the thing under one management.

Lord JERSEY.—Do I understand the company would require a capital of £3,000,000 in order to carry out the two lines of steamers—a fast line from England to Canada and a fast line from Canada to Australia ?

Mr. HUDDART.—That is, my Lord, in connection with the larger project of a fortnightly service on the Pacific and weekly service on the Atlantic.

The PRESIDENT.—Five steamships on the Pacific and four on the Atlantic; a weekly service on the Atlantic and a fortnightly service on the Pacific. That is the larger project.

Sir HENRY WRIXON.—Is that to go all the year round—winter and summer ?

The PRESIDENT.—Yes, all the year round; Halifax or St. John are our winter ports.

Lord JERSEY.—Have you data as to the regularity of the steamers now going to Halifax in winter ?

The PRESIDENT.—They are smaller boats; yet you can calculate their time to half a day in winter.

Mr. HUDDART.—That can be done on a capital of two and a half million pounds sterling from England to Australia, with three steamships on the Pacific.

The PRESIDENT.—You have asked from the British Government, in addition to the other subsidies, £25,000 ?

Mr. HUDDART.—That was before we took up the Atlantic scheme. We are asking the British Government to consider the Atlantic scheme, conditional that the steamships conform to the Admiralty requirements.

Lord JERSEY.—What is the total amount of subsidy you ask from the various parties for the first-class steamers ?

Mr. HUDDART.—For the larger scheme £300,000, divided up;—On the Atlantic £150,000 sterling, as proposed, £25,000 sterling which is now paid on the Pacific—both by Canada—which remains untouched, the Imperial Government £75,000, and the Australasian Governments £50,000.

Lord JERSEY.—Have you not anticipated that this will be run at a great loss, as that would be 10 per cent upon the estimated capital ?

Mr. HUDDART.—These subsidies are only proportionate to the subsidies already being paid by the Imperial and Australian Governments.

Lord JERSEY.—That is not an answer to my question. The question is: Do you anticipate the line to be run at a great loss, because you see it is a pretty good guarantee ?

Mr. HUDDART.—These subsidies for the first period will be absolutely necessary for the success of the scheme.

Lord JERSEY.—Why ?

Mr. HUDDART.—On account of its being a new and costly service at the start. There is no such service in the world.

Lord JERSEY.—Can you form any idea of the probable receipts ?

Mr. HUDDART.—Yes, we have formed our ideas and we anticipate that these subsidies will be required for the first decade.

Sir HENRY WRIXON.—How long do you contemplate these subsidies should run?

Mr. HUDDART.—Ten years.

The PRESIDENT.—(To Mr. Huddart) I may say anything you say here can be considered confidential, if you so desire, and any reference to your scheme will be eliminated from the official report if you do not require it to go in, because that is the principle upon which we have conducted this conference. Many things are said which we do not care about getting into the newspapers.

Mr. HUDDART.—That is the result of our calculation. I did not bring the papers with me to America.

Hon. Mr. PLAYFORD.—Do you wish that to go to the public?

Mr. HUDDART.—It is no secret. It is a public question. I shall try to answer any questions you may put to me.

Hon. Mr. FORBEST.—I thought I heard you answer to a question that it would require £300,000 in subsidies?

Mr. HUDDART.—Yes, for the larger scheme.

Hon. Mr. THYNNE.—Can you divide the estimate of the proportion between the Pacific portion and the Atlantic portion? Can you say what amount you proportion of the £300,000 between the Pacific and the Atlantic?

Mr. HUDDART.—That is not easy, Mr. President. If you take the larger project, where you expect to have fortnightly mails as between Australia and Great Britain, we will take half their mail. New South Wales has already given us £10,000.

Hon. Mr. THYNNE.—It might be convenient for the conference to have that information. How would you divide the proposed estimate of the proposed subsidy between the two branches of the service?

Mr. HUDDART.—I think it is set out in that paper of Sir Charles Tupper how it is divided at present. It is merely a matter of book-keeping between the London and the Australian offices.

Hon. Mr. THYNNE.—You ask for £300,000 in subsidy. How much do you ask for the proportion of the Pacific line and how much on account of the operation of the service on the Atlantic?

Mr. HUDDART.—The one is joined to the other. If that question be asked me in connection with the larger service it must be dealt with as a through route, and I cannot divide it.

Hon. Mr. FOSTER.—Will you give us the figures as to the smaller project. That would be a monthly service on the Pacific, possibly three-weekly after a while, and the weekly service on the Atlantic.

Mr. HUDDART.—We have been disappointed in our subsidies. New South Wales and the Canadian Government have the credit entirely for the success of this line. We asked at the outset the same amount from Australia as Canada gave, namely: £25,000. We asked for that and we are still waiting for it.

Hon. Mr. FOSTER.—Of which New South Wales gave £10,000.

Mr. HUDDART.—Yes, New South Wales gives £10,000 sterling.

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Hon. Mr. FOSTER.—That leaves £15,000 to be provided yet, and New Zealand would give you that.

Mr. HUDDART.—New Zealand has already made an offer informally. I should like if this conference could express an opinion as to the desirability of our taking up that route.

Hon. Mr. FOSTER.—What is your view as to the practicability of taking in Auckland, with reference to the success of the whole through route in point of time?

Mr. HUDDART.—Mr President, if you are considering now the smaller project, I think it is wholly in favour of going to New Zealand. New Zealand is a third colony of the Empire, looking at it from a federal point of view, and it would give to them an improved mail service. We should get at once half their through mails and I know that passengers follow the mails. We should open up a great trade route in competition with San Francisco which has been doing a subsidized business for 25 years. That will give Canada an opportunity of opening up trade there and increasing the trade possibilities with Australia.

Hon. Mr. FOSTER.—There is no doubt, it seems to me, as to the value of that connection. How long will it take to make that connection as a deviation from the present route?

Mr. HUDDART.—We started out never intending to make Sydney the last port of call in Australia. It was intended to be Queensland. We started out intending to call at Moreton Bay. We had to abandon that after two or three months, and the addition in hours to this route in calling at Auckland instead of Moreton Bay would only be 36 hours. It will be 60 hours to Sydney as against the present direct route to Fiji, roughly speaking, but as against Moreton Bay it will be 36 hours.

Hon. Mr. FORREST.—It took us four days 12 hours from Sydney to Auckland. Sixty hours will not do it. It will take nearer four days than three days.

Hon. Mr. SUTTOR.—From Sydney to Fiji is 1650 miles, from Sydney to New Zealand is 1280 miles, and from New Zealand to Fiji is 1172 miles, and that will increase the distance by 803 miles if you go round by New Zealand instead of going to Sydney, and then there is the time for discharging or shipping cargo.

Hon. Mr. FOSTER.—It will take the most of three days.

Hon. Mr. SUTTOR.—One of your strong arguments is that you ultimately hope to deliver the mail between London and Australia quicker than by any other service?

Mr. HUDDART.—For New Zealand, Sydney and Queensland, particularly.

Hon. Mr. FOSTER.—You can do that and take Auckland in?

Mr. HUDDART.—I think I have shown that.

Hon. Mr. SUTTOR.—It will take you at least between 70 and 80 hours longer than going direct by way of Fiji. How long would you lie at Auckland?

Hon. Mr. HUDDART.—I reckon 12 hours at Auckland.

Hon. Mr. SUTTOR.—So it will take you 70 hours extra time if you go round to New Zealand instead of running direct to Sydney as at present. Would it not interfere with your desire to establish more rapid communication between England and the Australian colonies than at present?

Mr. HUDDART.—That is unavoidable. There is no use running with empty ships, if you can get a big trade with New South Wales and New Zealand, Australia, generally, and Canada. I touch upon the New Zealand point in my paper.

Hon. Mr. SUTTON.—You must argue from your rapid mail point of view or the trade point of view. Which shall we consider it?

Mr. HUDDART.—I submit in the interests of Australia we should have a rapid mail service and we should not ignore New Zealand. We have to remember that by going to New Zealand we do business with 750,000 people and get half their mails.

Mr. LEE SMITH.—Supposing you call at New Zealand how long do you calculate it will take you to deliver the mails from England to Sydney? What is the present time from Sydney to London by the P. and O.

Hon. Mr. SUTTON.—Thirty-three and three-quarter days, or say 34 days.

Mr. LEE SMITH.—Can you take New Zealand in and do it in 34 days?

Mr. HUDDART.—Yes, if we get paid for it.

Mr. LEE SMITH.—I was asking Mr. Huddart what time he would occupy from London to Sydney?

Mr. HUDDART.—In answer to that question, we are prepared if New Zealand gives a sufficient subsidy for three steamships, to do it in the time it is now being done by the Suez route.

Hon. Mr. FOSTER.—In as quick time as is now being done by the Suez route?

Mr. HUDDART.—Yes, we would gain on that, if we got our swift Atlantic service in addition.

Mr. LEE SMITH.—I am asking, supposing the Atlantic service were in operation?

Hon. Mr. FOSTER.—The answer would be that it could be done in less time than the Suez route.

Mr. HUDDART.—What we say here is this:

Thus there is every probability of having on the Pacific within a reasonable time a fleet of large Royal Mail steamships which shall convey the mails to and from Vancouver and Australia as swiftly as is likely to be done for many years to come via the Suez route, in addition to placing armed cruisers at the command of the Admiralty in time of war. With such a service working in conjunction with the proposed steamship service between England and Canada, it is certain that within a limited period British mails shall be delivered in Australia within 28 days, or if the New Zealand route be adopted within 26 days to New Zealand.

Mr. LEE SMITH.—That is what I wanted to bring out. If all the Australian Colonies give subsidies we will establish first class steamers with the Fast Atlantic Service. We can get a shorter time service than we have now, but it is not obtainable without universal action on the part of all the Australian Colonies which must join in it.

Lord JERSEY.—You take five days from Great Britain to Canada?

Mr. HUDDART.—Yes, my lord, five days.

Lord JERSEY.—Does that mean to take the more northerly route than the New York steamers take now during the winter and early spring?

Mr. HUDDART.—That is the ordinary Halifax route taken by the present steamships.

Lord JERSEY.—What is this mileage?

Mr. HUDDART.—It is about 2,400 miles.

Hon. Mr. FITZGERALD.—What is the port for landing the mail?

Mr. HUDDART.—The port to my mind is Halifax.

Hon. Mr. FITZGERALD.—The one in Great Britain?

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Mr. HUDDART.—That is not fixed.

Hon. Mr. FOSTER.—You can take a south of England port which has a good many advantages and with 20-knot vessels you can make Halifax within five days.

Lord JERSEY.—Is there any intention of these steamers calling at a French port?

Hon. Mr. FOSTER.—No, there is to be a cross service.

Hon. Mr. FORREST.—Can you do that all the year round?

Hon. Mr. FOSTER.—Yes.

Hon. Mr. SUTTOR.—The record of the P. and O. steamers between London and Sydney are, the lowest 31 days and the highest 36 days.

Sir HENRY WRIXON.—Is it contemplated to have these vessels call at Melbourne at all?

Mr. HUDDART.—That is a question I can hardly answer. I must honestly say that the position I took in Melbourne eighteen months ago stands good to-day. There is not much good calling at Melbourne, seeing that there is one or two trains a day and steamship connection with Sydney. Any subsidy that the Victorian Government has hinted at would not pay for the coals you use taking a ship there and back.

Hon. Mr. SUTTOR.—In the event of this larger scheme of yours failing what do you propose to do?

Mr. HUDDART.—We intend to follow our present contract to the letter. Anything we are discussing now is entirely with the consent to be obtained from the Canadian and New South Wales Governments.

Hon. Mr. SUTTOR.—In the event of your receiving £10,000 subsidy from New Zealand and Queensland, these two colonies agreeing, do you feel you have the right to take the whole of these subsidies? Do you not think the whole system of subsidies should be recast?

Mr. HUDDART.—The answer to that is, we cannot contemplate at present for a minute going to New Zealand for any such subsidy as £10,000 particularly.

Hon. Mr. SUTTOR.—Do you mean to say it would not pay you if you have to go round for that?

Mr. HUDDART.—No, there is no possibility.

Lord JERSEY.—Do you find the trade increasing every three months?

Mr. HUDDART.—Yes, it is steadily increasing.

Hon. Mr. FORREST.—Then assuming that Queensland subsidized you, of course you would not get any subsidy unless you enter into a contract to deliver mails in a certain time.

Mr. HUDDART.—We cannot alter the present mail contract.

Hon. Mr. FORREST.—I did not finish my question. Speaking about subsidies you have already got one from New South Wales. If you get one from Queensland can you give these two colonies a guarantee that you will deliver the mails as quickly as they are done at the present time by the Suez route?

Mr. HUDDART.—That is provided for at the present time in our contract with New South Wales and Canada. I cannot depart from the terms with Canada and New South Wales at present. There is in addition a time allowance for calling at Moreton Bay. That would have to be with the consent of both sides.



Hon. Mr. FORREST.—Would that increase the time over the Suez route?

Mr. HUDDART.—There is 36 hours allowed for calling at Moreton Bay.

Hon. Mr. FORREST.—Is that 36 hours in addition to the Suez time?

Mr. HUDDART.—I do not know how it comes out with the Suez time at present. If Brisbane put her mails on board promptly it would certainly be the quickest route at present.

Hon. Mr. FORREST.—I would not insist so much on the question of time, but I think that this matter will be dealt with as a mail route.

Mr. HUDDART.—I want the delegates to understand that at present we are not masters of the position. We have just lost three days at New York with our mails. Col. White has informed me that they were not sent away by the boat they expected and until Canada gets the direct service, we cannot say exactly when they may leave an American port for England.

Hon. Mr. FOSTER.—If we had the Canadian route, the same train on which they put the mails at Vancouver would take the mails to the ship's side either at Quebec or Halifax.

Mr. HUDDART.—That is the programme.

Hon. Mr. SUTTOR.—I want to ask Mr. Huddart one or two important questions. You say it would not pay you even for the New Zealand subsidy to divert your route for £10,000?

Mr. HUDDART.—No, not for that subsidy.

Hon. Mr. SUTTOR.—In view of encouraging New Zealand to do something, what extra amount would you require to alternate with the existing 'Frisco service? Could you fall into some arrangement by which you could alternate your service with the 'Frisco service?

Mr. HUDDART.—It is very desirable but it involves another ship.

Hon. F. B. SUTTOR.—You decline to go to New Zealand direct, but suppose you alternate with the 'Frisco service, do you think a branch system between New Zealand and Fiji would be established by the former colony?

Mr. HUDDART.—It is just impossible to do it with two ships—the ships we have now. We have spent £20,000 on alterations recently, by increasing the accommodation and boiler power. And the ships will have sufficient to do the work in a month. We are just able to do that four-weekly route with two ships.

The conference adjourned.

## Colonial Conference.

OFFICE OF THE MINISTER OF TRADE AND COMMERCE,

OTTAWA, 9th July, 1894.

The Conference resumed at 10 a.m.

### DELEGATES PRESENT :

The Imperial Government— { THE RIGHT HON. THE EARL OF JERSEY, P.C.,  
G.C.M.G.

Canada—HON. MACKENZIE BOWELL, P.C.

HON. SIR ADOLPHE CARON, P.C., K.C.M.G.

SANDFORD FLEMING, Esq., C.M.G.

Tasmania—HON. NICHOLAS FITZGERALD.

New South Wales—HON. F. B. SUTTON, M.L.A.

Cape Colony—SIR HENRY DEVILLIERS, K.C.M.G.

SIR CHARLES MILLS, K.C.M.G., C.B.

South Australia—HON. THOMAS PLAYFORD.

New Zealand—LEE SMITH, Esq.

Victoria—SIR HENRY WRIXON, K.C.M.G., Q.C.

HON. NICHOLAS FITZGERALD, M.L.C.

HON. SIMON FRASER, M.L.C.

Queensland—HON. A. J. THYNNE, M.L.C.

HON. WILLIAM FORREST, M.L.C.

### THE PACIFIC CABLE.

Hon. Mr. FOSTER.—Has there been any notice of motion for laying down the route of the proposed survey, in answer to the suggestion of Lord Jersey in the matter?

The PRESIDENT.—No, there has been no resolution.

Mr. SANDFORD FLEMING.—I was going to ask permission to say a few words on that point when the proper time came.

The PRESIDENT.—We will take it up after we have disposed of the question of the mail service.

### IMPROVED MAIL SERVICE.—(Resumed)

Sir ADOLPHE CARON.—On Saturday, when the question of the Atlantic fast line and the mail service on the Pacific came up, I think we had a discussion in which more than ordinary interest was taken. Speaking for myself—and I think the same opinion was expressed by other members of the conference—I consider that it was one of the most important subjects that could be brought under the consideration of the present conference; and before the conference was over, intimated that I would be ready on Monday morning to move a resolution, which I showed to some of the members of the conference. I am now prepared to do so. The resolution which I beg to move reads as follows :—

Resolved that this conference expresses its cordial approval of the successful efforts put forth by Canada and New South Wales for the establishment of a regular monthly steamship service between Vancouver and Sydney, and affirms the advisability of a reasonable co-operation of all the colonies interested in securing the improvement and permanency of the same.

I think that no member of the conference could object to what we affirm in that first resolution, approving of what has already been done in so far as the regular monthly steamship service between Vancouver and Sydney is concerned, and recommending the advisability of reasonable co-operation of all the colonies interested in securing the improvement and permanency of the same.

2nd<sup>1</sup> That the conference learns with interest of the steps now being taken by Canada to secure a first-class fast mail and passenger service with all the modern appliances for the storage and carrying of perishable goods across the Atlantic to Great Britain and the large subsidy which she has offered to procure its establishment.

3rd. That it regards such an uninterrupted through line of swift and superior communication between Australasia and Great Britain, as is above contemplated, as of paramount importance to the development of intercolonial trade and communication, and to the unity and stability of the Empire as a whole.

4th. That, as the Imperial Post Office contributes towards the cost of the mail service between England and Australia via Brindisi or Naples, the sum of £95,000 per annum, while the sea postage amounts only to £3,000, and the mail service between Vancouver and Japan and China, £45,000, less £7,300 charged against the Admiralty, this conference deems it but reasonable to respectfully ask that assistance be given by the Imperial Government to the fast Atlantic service, more particularly as the British Post Office, while paying the large subsidy of £103,231 a year to the line from Liverpool to New York, has, so far, rendered no assistance in the maintenance of the postal line between Great Britain and Canada.

Now, Mr. President, from the standpoint from which I view this question, I think the Atlantic and Pacific service are intimately connected and I venture to express the opinion that the Pacific service requires strengthening; it is so far doing as well as could be expected, but it is quite apparent that it is being carried on at a loss and therefore requires strengthening. I consider that the only way in which that service can be strengthened is by attaching to it a fast service crossing the Atlantic Ocean, and upon that point I should like to read some letters which are absolutely pertinent to the question, and which carry out strongly, as I view it, the views which I have expressed to the conference. Here is a letter addressed to Mr. Huddart by a Mr. Lynn, who writes as follows:—

“22 BILLITER STREET,

“LONDON, E.C., 30th June, 1894.

JAMES HUDDART, Esq., Russell House, Ottawa, Canada.

DEAR SIR,—A friend of Mrs. Huddart's, namely, Mrs. Thompson, of Caulfield, with her maid and a friend, called to see us a day or two ago. She has just come via Vancouver in the “Warrimoo,” and gives us a really splendid account of this vessel, saying that she has never been made so comfortable in her life, and that her officers are the best of fellows, and do all they can to make a trip enjoyable.

She booked on a round-the-world ticket, and if she cannot arrange to go in the “Miowera,” she will have to travel in a P. and O. boat, although she says she would very much prefer the “Miowera.”

“She crossed the Atlantic in the “Labrador” with her friend and maid, and she was not satisfied with the accommodation she got in the ship. We mention this, because from a conversation we had with her we gathered that the arrangements of her Atlantic passage might have been more satisfactory.

She would have liked, on her arrival at Vancouver, to have known what connection across the Atlantic she could make, and it appears that this information could not be given to her. Round-the-world passengers, we think you will agree with us, should have really first-class accommodation on the best liners across from New York, and we think Mrs. Thompson and her maid should also have had this. Have the Canadian Pacific Railway no system of arranging berths for Australian passengers on the Atlantic while their passengers are crossing Canada?

We just mention this because you are on the spot, and you may take the opportunity of having a talk with Mr. McNicol, and because, also, it is of the highest importance that our through passengers should get the best accommodation crossing the Atlantic.

Mrs. Thompson adds that the Canadian Pacific Railway officials are, in her estimation, most kind, courteous and attentive.

We are, dear sir, yours obediently,

LYNN.

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This evidently indicates, if it indicates anything, that the Round-The-World Trip can only be carried out, in so far as the present system is concerned, if we have a first-class fast line on the Atlantic Ocean, and from the expressions of opinion which I have heard on more than one occasion from gentlemen who have travelled since the establishment of the Huddart line, I think that they all agree upon this one point, that it will not be a success, and we cannot hope to make of it a success, unless it is supplemented by a fast line on the Atlantic Ocean. Here is another letter which has been addressed to Lieutenant-Colonel White by Mr. Huddart, in reference to a mail, showing at what disadvantage we are placed in not having under our absolute control a fast line of steamers on the Atlantic Ocean as well as on the Pacific. It is addressed by Mr. James Huddart to Lieut.-Col. White, Deputy Postmaster General, Ottawa :—

We have to acknowledge receipt of your valued communication, dated June 18th, with reference to the delay in receipt of London mails, via Vancouver, Montreal and New York.

It is apparent to us that the delay which has arisen in this connection has been caused by our mails not having been sent forward in the "Campania."

We apprehend that the fault would lie at the door of the New York authorities, and it does seem a pity that as the mails were sent forward by your officers in ample time to catch this steamship sailing on the 19th, they should not have reached us in London till the 28th inst.

Our senior is at present in your city, and we have sent forward papers to him in connection with this question, and no doubt he will take an early opportunity of discussing with your good self this question, with a view to ascertaining if any improvement can be made in connection with the New York authorities.

I have the honour to be, sir,  
For JAMES HUDDART,  
R. GRAYSON.

Then this reply was given by Mr. White with reference to why the mails were delayed :—

OTTAWA, June 18th, 1894.

MY DEAR MR. HUDDART,—With reference to your letter of the 30th of May, respecting the delay in the receipt in London of the mails which arrived from Australia and Victoria on the 10th instant, I beg to say that I find those mails arrived at Montreal at 9 a.m., on Thursday, the 17th of May, they were forwarded the same day to New York at 7.20 p.m., and should have gone forward from New York on Saturday, the 19th, by the "Campania." It is not possible for us now to ascertain on this side whether they did go by that vessel or not, as the New York office would not be able to tell us, the Canadian mails all going over together; but if that be the case there is not margin for improvement, because, if these mails were at Victoria on the 10th, they could hardly have been in Vancouver in time for the mail of that day, they would therefore not have left Vancouver until the 11th; they were in Montreal on the 17th, six days, they were forwarded that very day to New York, and therefore any delay must have been due to the sea voyage from New York. If there is any further information I can give you I shall be only too glad to do so, because, as you know very well, there are not many things in the department than which I take more interest in than in the Australian mails.

Yours faithfully,

WM. WHITE.

The mails were sent in ample time to reach the "Campania"; the New York Post Office authorities, for a reason known to themselves, not calculated to expedite the mails, instead of sending that mail by the "Campania" sent it by a slow steamer, and we lost a day or two days in it reaching the London post office, and it is quite apparent that unless we have this new fast line on the Atlantic, we have no control beyond the Pacific Railway on this transmission of Australian mails to England. We are sending the mails to New York, as we did in this very instance, expecting them to be carried by the fastest steamer going out, instead of which they are very often delayed or put on board a slower steamer, and the fast time which we make on the Pacific, and the fast time which we make crossing the Continent by the C.P.R. is completely lost for all practical purposes on account of the slow service on the Atlantic Ocean. Therefore I think that there can be hardly two opinions upon the point that without the fast line on the Atlantic Ocean, the fast line on the Pacific cannot expect to made a great success; and if it is not a success, I think it is just possible—although I

venture to express the opinion that it will not be—that we might lose that service completely, because Mr. Huddart, or any other company, view it from a commercial standpoint, and not from a patriotic standpoint, or the standpoint of trying to help the work that we are all engaged upon to improve the commercial relations between the several colonies and Canada and the mother country. I hope that the resolution I have moved is one which will meet with the support of the whole conference. I do not think I am exaggerating when I say that I think it is one of the most important questions that we can possibly discuss, and, from the position which I occupy in the Government, presiding over the Department over which I do preside, I say that without that fast line on the Atlantic—and that view is shared in by all the officials of my Department, the permanent heads, who are in a position to appreciate the great danger we run—there is a risk of losing the service on the Pacific. Under these circumstances I beg to move the resolution which I have read, and I hope it will meet with the approval and concurrence of the conference.

Hon. Mr. SUTTON seconded the resolution.

Lord JERSEY.—Does not the General Post Office send letters by the Allan line?

Sir ADOLPHE CARON.—No; in fact we do not count what goes over the Canadian line; it is too slow.

Lord JERSEY.—With reference to the words, “has not so far rendered assistance in the maintenance of the postal line between Great Britain and Canada,” is that not because the Canadian line is useless?

Sir ADOLPHE CARON.—Yes, that is so.

Lord JERSEY.—It is not because they are favouring the New York lines.

Sir ADOLPHE CARON.—No, it is not through any ill-feeling against us; it is because the line we have could not do the work.

Lord JERSEY.—Sir Adolphe Caron's explanation is quite sufficient.

Sir ADOLPHE CARON.—We can hardly ask them to give us a subsidy for the present line, because it is quite inadequate for the work expected of it. That is why Canada would give a large subsidy to establish a fast line, feeling that the present line is quite insufficient.

The PRESIDENT.—I might state that thirty years ago the Canadian line was equal to the New York lines; and about forty years ago Canada paid a subsidy of £100,000 Halifax currency yearly—equal to \$400,000—for the establishment of the Allan line. Passengers came from New York and crossed on these lines because they considered them as comfortable as the Cunarders. We pay \$125,000 annually now to the Allan line.

Hon. Mr. THYNNE.—I think there will be no difficulty in the conference adopting the resolution moved by Sir Adolphe Caron; I think we all feel the importance of the service proposed, and would all like to see it successfully carried out. Our colony will be very glad to give some assistance towards the working of this line; we will give substantial assistance; in fact our Government offered a subsidy of £5,000 a year on the condition that the steamers, on their way to and from Sydney and Vancouver, called at two ports in Queensland. The New South Wales Government were willing to arrange with Mr. Huddart that they should call at one port. The Government of Queensland found themselves unable, for reasons I need not enter into, to accede to that proposal.

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The PRESIDENT.—Do you mean the Government of Queensland or New South Wales? You proposed to do a certain thing and New South Wales objected.

Hon. Mr. THYNNE.—New South Wales refused to consent to that provision. I hope, sir, we will be able to arrange some way by which our colony may be called at. My reason for saying so is that we probably will be able to supply a considerable quantity of suitable produce for Canada, which will undoubtedly be a very great help in substantially establishing the mail service; and also that we shall be able to take from Canada considerable quantity of goods, which will also be of assistance to the service as a mail service. No doubt it was very difficult at the time the line began to work with only two steamers to make the calls at the two ports in Queensland, but it is scarcely reasonable to expect that a service of that character can be carried out, with anything like success, with only two steamers. For running between Sydney and Vancouver at last three steamers will be necessary. They have found by experience that three steamers are necessary running from San Francisco and Sydney, and it is a shorter route, and they have had three steamers at work on that route for a number of years. The same thing will be found with this Pacific line. If we had three steamers running then it seems to me not at all unreasonable to suppose that the service could be extended either in the Queensland direction or in the Victoria direction. But there is this fact to be pointed out in connection with the colony of Queensland, that it will involve practically no loss of time in mail communication between Sydney and Vancouver. These are matters in which this conference can scarcely go into with great detail. These are matters which will be merely matters of arrangements between the governments interested and the companies concerned, and perhaps it would be better for me to leave further discussion upon that point until it is dealt with in that way. It will not be out of place to give the conference some information with regard to what Queensland has done in connection with the establishment of the British-India mail service. That service has been running since 1882. There were strong reasons why it was very essential to the prosperity of Queensland that we should have an independent line of steamers between Queensland and the old country.

Hon. Mr. SUTTOR.—Would this proposed line be in competition with your existing line?

Hon. Mr. THYNNE.—It would scarcely compete with the line proposed in these resolutions as the mail service. I think the information that I will give may prove to be somewhat useful in guiding us as to what we may expect in the future. In 1882, a monthly 10-knot service was established between Great Britain, making it forty-four days from Brisbane to London by the Torres Straits, Suez, Aden and Singapore.

Hon. Mr. FOSTER.—You do not touch any point on the continent of India?

Hon. Mr. THYNNE.—Yes, at Colombo.

Hon. Mr. FOSTER.—That is an island, but you do not touch the mainland?

Hon. Mr. THYNNE.—No. Our subsidy for the monthly service was £55,000 a year and at that time Queensland consisted of something like 300,000 people. In 1882, Queensland had to pay for the conveyance of her ocean mails over £60,000. That amount kept on increasing up to 1887, when the amount paid was within a few hundred pounds of £80,000 for her ocean mail service. In 1888 it was over £76,000, and in 1889 £74,000, and then it comes down to the point to which I shall now call attention. The Government of Queensland gave notice to the British India Company to terminate the contract.

They called for tenders for a similar service with this result: That they got an offer from the same company for a fortnightly service, calling at seven or eight ports in Queensland for cargoes, passengers, mails, &c., for a subsidy of £32,000. In 1889 the British India Company offered to supply a mail service, running fortnightly for £33,500 instead of the subsidies which had been paid before for a monthly service of £55,000.

Hon. Mr. FOSTER.—At what speed?

Hon. Mr. THYNNE.—The same speed and the same conditions continued all through. They tendered at the same time to do a monthly service for a subsidy of £19,800. That was after the development of trade through the establishment of a line of steamers, and at the present moment we are running a monthly service for a subsidy of only £19,800. An ounce of practice is worth a pound of theory. We went into a very heavy subsidy, and an onerous burden considering the population we had at that time, but Queensland has been fully repaid for what she has done. Now she has got a service well established, and well carried on, and for a small sum of money, and that service, probably in the course of a few years will be carried on without any subsidy at all.

Mr. LEE SMITH.—What is your present subsidy?

Hon. Mr. THYNNE.—At the present moment we are running a mail service every four weeks and pay a subsidy of £19,800 per annum.

Mr. LEE SMITH.—What is your net loss on your postage?

Hon. Mr. THYNNE.—I have not taken that into the calculation. In Queensland we have a considerable loss on our postage. We pay something like £50,000 a year in subsidies for land carriage alone. Now, our expenses on ocean mail carriage fell in 1890 from £74,000 to £46,000 and in 1891 to £40,000, and in 1892 it was estimated at £36,000, so, the result of the very heavy undertaking we went into at first, we now get it gradually down on a sliding scale, to the expenses I have mentioned for ocean mail carriage. I trust that the experience of Queensland will be the experience of Canada in connection with her courageous efforts to establish a satisfactory mail service.

Lord JERSEY.—My few remarks will be in the same line that I spoke on on Saturday. This question must be considered as a whole, and the question in my mind is what part the Australian colonies wish to take in regard to the subsidies which are now paid to the P. & O. Company and the Orient Company. As has been stated before I think there are £170,000 paid annually to these two companies for the conveyance of mails.

Hon. Mr. FOSTER.—By Australasia.

Lord JERSEY.—Great Britain pays £95,000, and Australia pays the remaining £75,000. It would be impossible for the Imperial postal authorities to consider this question by itself. It seems to me that they must take into consideration the whole question of the mail service to Australasia. Now I should like to hear, as I stated on Saturday, what part the Australasian colonies propose to take with regard to this new route. On Saturday last Mr. Huddart told us that he required a subsidy of not less than £300,000 per annum upon an estimated capital of £3,000,000. Towards that subsidy he expects the Imperial Government to subscribe £75,000 and Australasia £50,000. Now, I think it is obvious as this is put forward as a complete mail route from Great Britain to Australia that it is necessary that we should know whether Australia is prepared to take its share of the subsidies. It would be of little use from the broad point of view

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to ask Great Britain and Canada to undertake the new line of steamers across the Atlantic unless at the same time Australia were prepared to do her proportion across the Pacific. Upon that point, so far, we have no enlightenment. Therefore, as I stated on Saturday, I hope we shall hear from the representatives of the different colonies interested whether they are prepared to act in the same manner as they are prepared to ask the British Government to do, and as the Canadian Government have in the most dutiful manner expressed its intention to act. We cannot take it merely as an Atlantic service, we must take it as part of the whole of the mail service of the Empire, for the Australasian portion of the Empire and Canada, and part of the usual route from Great Britain across Canada to Australia.

Hon. Mr. PLAYFORD.—I have expressed on a former occasion the views of my colony. Certainly we cannot be expected to help this particular service, as we are exceedingly well served as we are. Western Australia and South Australia are not interested much in this route so far as mails and passengers are concerned. I cannot say anything more and I do not wish to repeat what I said on that occasion. However, I wish to say in reference to the second paragraph of the resolution that I have a criticism to offer which I think will be well taken. It says :

“ That the conference learns with interest of the steps now being taken by Canada to secure a first-class fast mail and passenger service with all the modern appliances for the storage and carrying of perishable goods across the Atlantic to Great Britain, etc.”

Now, this is all very well so far as Canada is concerned, but it is of no interest whatever to Australia. Australia cannot send across this continent perishable goods from Vancouver to England, as such an undertaking is virtually prohibited, and this is only a matter that is of importance to Canada. It has no connection whatever with Australia.

Sir ADOLPHE CARON.—It does not hurt Australia.

Hon. Mr. PLAYFORD.—It does not hurt Australia at all, but I point out the fact that it is of no special benefit to Australia to learn of these appliances for carrying perishable goods between Canada and Great Britain. I do not see anything specially to object to in this. It will be more for the Imperial postoffice authorities to say what they will do. It does appear to me if they are prepared to subsidize liberally a mail service between England and New York, I think they should subsidize a service to Canada before the United States and certainly give a subsidy to the British possession of Canada in preference to giving a subsidy by way of New York.

Hon. Mr. SUTTON.—Mr. President, I think if we are going to establish this line we should not be asking even South Australia too much that she should contribute in some way to a line of this national character. Mr. Playford has stated that his colony is pretty well served and that they get their mails regularly. That applies to all the other colonies as well as to South Australia. They certainly have got their mails in a little shorter time than we have, but we in New South Wales receive our mails once a week. Now, this service will be of material assistance to all the Australian colonies in providing more rapid communication with Canada and the United States of America. I conclude that there are a great many people living in those colonies who have correspondents over the whole continent of America, and it must be desirable for Australian correspondents to be placed in more direct communication with correspondents in this great Dominion as well as in the United States; and therefore I think that this proposal should receive favourable consideration from all the Australian colonies. Lord



Jersey has asked to what extent the Australian colonies propose to subsidize this line, and whether while subsidizing it they will continue to subsidize the lines now in existence between England and the colonies by way of Brindisi and Naples. I can only speak for my own colony, and we are very anxious to assist this line. In fact we have already materially assisted it to the extent of £10,000 a year. At the same time we pay the largest subsidy of all the Australian colonies in assisting the Orient Company, and the Peninsula and Oriental service; so that we are quite content. We have taken up this position with a view of keeping up the communication we have had with Europe. We contribute a larger amount than the other colonies for the line to Brindisi and Naples, namely, £26,759 per annum, and we are paying the largest sum of any of the Australian colonies in the form of mail subsidies. We rapidly fell in with the views of Canada when she asked us to assist in the establishment of this line between Sydney and Vancouver, and if this line is worthy of the assistance of Canada and New South Wales, it is equally worthy of consideration on the part of the other Australian Colonies. I particularly allude to the colonies which are not so favourably situated as others and which are not now in direct communication. I would like to specially mention Fiji and New Zealand, and if this line is to be considered at all, it certainly demands assistance from both Fiji and New Zealand. If we are going to view it as a rapid mail service it ought to go by the most direct mail route possible, and to do that perhaps it may not be found expedient to call at New Zealand. But I think the fact that it will bring New Zealand into direct communication with Canada and England makes it desirable that New Zealand should consider whether it is not advisable to adopt a branch line of steamers between New Zealand and Fiji, to intercept the mails on their way down to Australia. I think as we are asked here to discuss the advisability of securing an improvement and the permanency of this line we should consider in this connection whether it is not desirable to make it a four-weekly service instead of a monthly service. One objection to the present line is that instead of running alternately with the San Francisco service, the mails occasionally clash in such a way that they leave either America or Sydney in the same week instead of alternating every fortnight. This is a matter we should consider in connection with the improvement of the service now under consideration. I am glad indeed to find that the gentlemen representing Queensland have expressed their wish as far as they can to assist in the maintenance and improvement of this service. I think when the proposal was made to them originally, they were asking a great concession suggesting that the steamers should call at two ports. My government have always expressed the desire to meet as far as they could the views of Queensland in regard to that matter, and were quite agreeable that the steamers should call at one or other of the two ports mentioned, but we think it would cause too great delay to call at two ports. Now, mention has been made of the large amount of subsidy that Mr. Huddart requires to carry out this service on the gigantic lines he has laid down, with regard to the large steamers across the Atlantic and also for the improved service across the Pacific. Certainly the figures seem to me to be very large, but if one colony in Australia can contribute £10,000 there ought not to be any great difficulty in finding something like the amount he requires to carry on this important service, providing satisfactory arrangements can be concluded. But after the statement from Mr. Huddart made before us here the other day we shall require this very large amount of money, if he is to give us what he terms a very good and fast service, and he said that even if New Zealand agreed to give a subsidy of £10,000 a year, he could not see

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his way clear to call there. I think perhaps that the colony of New Zealand will not be inclined to give a larger subsidy than they have offered to give, namely, £10,000. But even if they did that, I think it will be found that the detour in going by way of New Zealand from Fiji would destroy the service as a rapid mail service. There is a great desire on the part of Canada, as well as of Mr. Huddart himself, that they should make this line as quick a service as possible, and prove to the Australian people that they can get communication more promptly and rapidly by the Canadian route than by any other. To do that they will have to go by the straightest possible route. One of the proposals made by Sir Adolphe Caron in the resolutions which we are now considering is that England should be asked to subsidize the proposed fast Atlantic line between England and Canada, but we do not in the resolutions invite or ask England in any way to assist in the line between Vancouver and Australasia. I do not know whether that is the intention of the mover of the resolutions, or whether, but should we not go a little further and ask England to assist the line generally, not only subsidizing the line between England and Canada, but also subsidizing the line between Vancouver and Australia.

Sir ADOLPHE CARON.—That is my intention.

Hon. Mr. SUTTON.—I should like if Sir Adolphe will allow me to insert the words “and Pacific,” and the resolution will read :

“This conference deems it but reasonable to respectfully ask that assistance be given by the Imperial Government to the Fast Atlantic and Pacific service.”

Sir ADOLPHE CARON.—It was in the original resolution which I prepared, and it has evidently been left out ; how, I know not.

Hon. Mr. SUTTON.—I move the insertion of the words “and Pacific” after the word “Atlantic.” Mr. Huddart said he required the large sum of £300,000 to carry on the service, but explained that he could not very well divide the subsidy as between one point and the other. I think therefore it would be well to ask the Imperial Government for assistance on the whole line. In conclusion I can only say that when the Government of New South Wales were asked to assist Canada in the establishment of this service we thought it desirable that we should bring ourselves into closer communication with our fellow subjects in Canada. They belong to the same Empire as ourselves, and I am glad to find that when the proposal was made to the Parliament of New South Wales it was equally as desirous as the government that we should enter into this bond of union between New South Wales and Canada by contributing £10,000 to this line and readily voted the money required. It may be as well to mention that we have not given this subsidy for any length of time. We thought that if we gave the subsidy for three years the period of the existing contract, that during that time it would be proved whether the service was likely to be permanent or not, and I hope that the other Australian colonies will see their way during this period to assist the line which I believe will be of permanent benefit to the Australian Colonies and Canada.

Sir HENRY WRIXON.—Our position as delegates from Victoria is, that we are not now able to state the exact amount that our government would give to subsidize this line. We are favourable to the line being continued and would be sorry to see the line across the Pacific discontinued, and I have not the slightest doubt that our government would, to prevent such a catastrophe, propose some assistance, but as to the particular amount, we are placed now in a little difficulty, partly by the answer which Mr. Huddart gave

us on Saturday, namely, that in no case did he contemplate the steamers calling at Melbourne. Well, that of course prevents our regarding this line in the light of a mercantile line or for carrying produce. We are, therefore, thrown back upon its merits as a mail line. Those merits are not so great for Victoria as for New South Wales because Sydney, of course, would get letters across the Pacific some twenty hours sooner than we would, and our position relative to the Suez route makes it hard to say how, from the mail point of view, we would gain much. If we could see our way to get a mercantile advantage for carrying produce then our government would be prepared to subsidize this line in a substantial amount, but I am not in a position to say the exact amount now, Mr. Huddart having stated on Saturday he did not intend to call at Melbourne. That puts us in the position of not being able to say anything definite in regard to the particular sum which we will subscribe. At the same time we would regard it as a misfortune to Australia, if the line across the Pacific were discontinued, and I hope that before the three years, which Mr. Suttor has alluded to, has expired, that arrangements will be made to secure the permanency of this line. Probably at the time that the other mail contracts expire, which will be in some two or three years, I think there will be then a general readjustment made and our government then will, I am sure, be in a position to give reasonable assistance to the Pacific line, but we feel it a little premature to fix any amount particularly in view of the answer of Mr. Huddart on Saturday. I would only add one remark as to England assisting on the Pacific. I have no doubt England would be willing to assist reasonably. Of course, if this mail service should be established, and would be the one used by Australasia, it would be more used by the business men of England, than by the business men of the other colonies of Australasia and Canada. We are talking of this line to Australia as though it concerned Australasia alone. That is a mistake. I have been informed by eminent postal authorities that where you establish mail communication from the centre of the Empire, towards the external portions, more matter goes from the centre to the extremities than comes back, and, therefore, the business men of England, if there is a satisfactory service across the Pacific, will use it more than the business men of Canada and Australasia will use it, and it is not unreasonable to ask the Imperial Government for their contribution. The position of Victoria is, that we are decidedly sympathetic, and we would regard it as a misfortune, to see this important service fail, but we are not in a position to say the exact amount we can contribute and we will be in a better position to say that when the other mail contracts terminate, and there is a general readjustment of them. Then we have no doubt that our government will act liberally.

Mr. LEE SMITH.—I am glad Sir Adolphe Caron has put these resolutions before the meeting, because it brings the discussion upon a practical basis, just what is required to enable us to arrive at a conclusion on this important subject. I may also say that I am very glad to hear what Lord Jersey has said with regard to this question. He has very properly put before us the necessity of the Australasian colonies generally giving him some definite and practical conclusions as to how far they are prepared to advocate and substantially support the through line to Great Britain. Now, sir, that being so, and Lord Jersey having put that before us in that light, it behooves all the Australian colonies to take into consideration at once the question, how far they can meet these views. It must be clear to all of us if we allow Lord Jersey to go home without being able to represent to the British Government some definite plan, or to say that there has been some definite arrangement arrived at by the Australian colonies, the British

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Government can say: "These people are more interested than we are, but they do not appear to have made up their minds as to what the value of this service is to them." Then the British Government will do exactly what they did seven years ago with regard to the cable. They referred the matter back to us, and said: "Put something definite before us and we will give our answer." Therefore, I am pleased to find that the discussion is now taking a proper course. Mr. Suttor has referred to the question of routes, and he has told you that it behooves New Zealand to consider whether it should not make arrangements with Mr. Huddart for a branch service with Fiji. Let me tell you at once, sir, that my colony in such a case would step down from the large subsidies which we are prepared to give, from a mail and trade service point of view, if we did not have a direct connection with Canada. Supposing New Zealand gave £10,000, and all the colonies contributed £1,500 each, which would be some earnest of the real feeling in the federal aspect, I will show you how I think a service could be carried out. At the present time Canada gives £25,000, New South Wales gives £10,000 and under the conditions which I have put before the conference, making New Zealand a port of call, my colony would give £10,000. That is £45,000. Fiji is going to give £1,500. That makes £46,500, and then from the imperial point of view, all the colonies coming together might give, say £6,000, making £52,500 a year. Adding that £52,500 a year to the £150,000 that is already given by the Canadian Government, that makes £202,500. Then add to that what we are asking from the Imperial Government, which I think we can fairly claim, and which I think the Imperial Government would respond to favourably, this would give a total subsidy of £277,500 a year. Now, I say, if Mr. Huddart cannot for this amount carry out his mail service upon the lines which he has previously indicated, a first-class through service, putting England in connection with New Zealand within twenty-seven days, we must abandon the whole thing. Mr. Huddart asks £300,000 a year. If he gets £277,500 a year, he ought to be able to carry out his scheme. It is absolutely essential that we should here decide at once what we will agree to give, and I am prepared to give £10,000, and recommend another £1,500 a year if the other colonies will combine together and do the same thing. We can go to a central point in Australia, and I ask you to take the federal view of it, taking that central point at Sydney. Sydney will be the most central and valuable port for communication with Canada, and then for that amount, £1,500 a year, the colonies can send their passengers and mails over a first-class service. The train service between Sydney and Melbourne is only 16 hours, and Brisbane is the same distance. This is only asking £1,500 a year from each colony outside of New South Wales and New Zealand.

HON. MR. FITZGERALD.—What would £1,500 a year amount to if contributed by five colonies?

MR. LEE SMITH.—It enables me to say that New Zealand will give £10,000 and this extra £7,500 will help the scheme. If you get to London a day or two later it does not matter if, as you say, you do not regard it as a mail service.

HON. MR. SUTTOR.—Will you really contribute anything if you find that the mail service cannot call at New Zealand port?

MR. LEE SMITH.—I will say this: If you cannot see your way clear to make New Zealand a port of call and if it be found inconsistent with the whole of the colonies combined, that New Zealand cannot be made the last port of call, I will recommend my government to take the position that I now ask you to take and give these people

£1,500 a year. I am not authorized to do it, but I am sure my government will agree to it at once. Geographically New Zealand is the last port of call, and when I say we should make large shipments to Canada and take a great many Canadian products, I think it will be worth our while to give a trade and mail subsidy of £10,000, and beyond that, what I may term a sentimental subsidy of say £1,500 or £2,000 whether we are the last port of call or not.

LORD JERSEY.—The £10,000 would be dependent upon the ships calling at a New Zealand port?

MR. LEE SMITH.—Yes, always understanding that we have mail communication right through on this side. We can get mails and passengers through in a short time by the other route to San Francisco. It is not much to ask of you. Surely you can recommend £1,500 to your governments. I hope the members of the conference have followed my figures. I have shown that we can raise within £25,000 of the amount of the subsidies asked.

HON. MR. FORREST.—I have been astonished by the magnitude of the figures quoted with respect to the initial cost and the cost of maintaining the proposed service. It is useless overlooking this because it strikes at the root of the whole matter. The Australian finances are not in a flourishing condition, though I am glad to say they are improving, and I feel certain, if the Australian Colonies have to contribute to the extent indicated, that this mail service is in the very distant future. They could not find the necessary money.

MR. LEE SMITH.—£1,500?

HON. MR. FITZGERALD.—That would not pay for the grease for the wheels.

HON. MR. FORREST.—I think, however, we are discussing this question from a wrong point of view, viz: that of a quick and general mail service. I do not think anybody can show that it would at once be a fast mail service and at the same time serve any considerable portion of Australia and New Zealand. Therefore, why discuss it from only a fast mail service point of view? What is the use of arguing against facts? To my mind, it would be a most advantageous line to establish for the purpose of getting direct communication between the great colonies of Australia, New Zealand and Canada, and because I think it would materially hasten the development of those colonies; as between those colonies it would certainly be a more rapid service than by any other route, and if it would lead—as I believe it would lead—to their more rapid development, it would assuredly benefit Great Britain, and from this point of view the Imperial Government might be fairly asked to contribute. I have not got the figures with me though I did go through them, but the amount of subsidies said to be necessary to establish this line are far in excess of the subsidies paid for greater services.

THE PRESIDENT.—This is entirely a new trade, as far as Australia is concerned.

HON. MR. FORREST.—I admit that it is a new trade, but the subsidies asked for are far in excess of what is and has been paid for other and similar services. I do not want it to go forth to the world that we are prepared to pay any more than necessary, because if we do, those who propose to start the services will not ask less than we suggest. I feel that such large subsidies are unnecessary. I believe if we go about this matter properly we can get the business done for a great deal less money. Whether there shall be a rapid development of the trade between the Australian Colonies, New

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Zealand and Canada, in my opinion, depends very much on whether a good direct shipping service is established between them ; and whether such a service shall be quickly and permanently established depends very much on two things. First, the amount of subsidies required, and second, whether the Imperial Government will assist. With respect to the latter, we may rely that it will take a wise, liberal and patriotic view of the position. Whatever tends to assist and develop the British colonies, must help Great Britain. But apart from this, I am one of those who firmly believe that Her Majesty's Government can always be relied on to take the most favourable and the most generous view of anything and everything that is calculated to promote and interest the welfare of her colonial possessions. Those present here who belong to self-governing colonies, must have often seen—and like myself, have often regretted—that when party feeling runs high in the colonies, the work of one government is not infrequently, either actively or passively, destroyed by the next. Now, party feeling runs high at times in England, but nevertheless, it is recognized that certain questions belong alike to every party, and indeed are placed above party politics. Therefore, with respect to many questions, and more particularly with respect to those affecting her colonies, the policy of England is continuous. In this connection, the Imperial Government, in appointing Lord Jersey as its representative to this conference, has given us an excellent object lesson, and an excellent illustration of England's policy—as indicated—for he is not a supporter of the present government ; but I venture to assert if England had been searched from Land's End to John O'Groat's, no one better—if so well—qualified, could have been found, nor one whose appointment could have given greater gratification to the conference in general and to the Australian delegates in particular. During the time he was Governor of New South Wales, he earned for himself golden opinions throughout Australia, and I am sure that every member of this conference will admit that such opinions were well earned ; also that his great grasp and widespread knowledge has enabled him to render—and by his wise and judicious counsels that he has rendered—invaluable assistance to our deliberations. The lesson which I would like the colonies to learn from the imperial example is briefly this : select the best men for the discharge of great public duties.

Hon. Mr. FITZGERALD.—Speaking for Tasmania, I feel very much that all we can do is to assent to a sympathetic resolution in regard to this matter. We have every desire to co-operate and when the adjustment of the present subsidies takes place after a year or two, then no doubt the whole matter will come under review, and, if they possibly can, each colony will unite in the accomplishment of this desire. Now, with regard to Mr. Smith's proposal that as an earnest, as it were, of sympathy, we offer £1,500 a year, we cannot entertain it seriously. What would the £1,500 a year for each of the colonies interested amount to ? You practically have only Queensland, Victoria, New South Wales and New Zealand. South Australia cannot be expected to come in. Then between Melbourne and Sydney, Sydney will have the advantage of forty hours by this route. Sydney is twenty hours nearer one way and twenty later by the other way.

Mr. LEE SMITH.—There is the passenger service from South Australia.

Hon. Mr. FITZGERALD.—The passenger service is important, but when we consider the magnitude of this, it looks such an enormous sum that in the present condition of colonial finances I do not think that the present opportunity would be a good one to

open this matter. After a year we hope that clouds now disappearing will have disappeared altogether. Then will be a much better time to deal with this subject more liberally than at the present time. I think we cannot go beyond an expression of sympathy with it. I know that the colony of Tasmania cannot go into any money project. At the same time I say, with regard to Mr. Smith's idea, if a small sum of money were required as an earnest imperial feeling none of the governments would object. This offer of £10,000 is made conditional on the steamer touching at New Zealand. We were informed by Mr. Huddart, that he could not consider it for that amount. I think it is within our experience that it is absolutely impossible for the route to go there. It will be much nearer to go to Melbourne than New Zealand, and there will be loss of time by going to New Zealand. On behalf of Tasmania, I desire to say that the government have every sympathy with this movement and when the subject of the subsidy arises, I hope they will be able to give practical effect to that sympathy in uniting with all the other colonies in the attainment of the object we all desire.

Lord JERSEY.—I wish to clear away a misconception in Mr. Playford's mind. The British postoffice has no preference whatever for the New York route. It only uses the New York route because at present the quickest steamers go there, and not because it is the wish to subsidize the mail route to the United States. Sir Adolphe Caron has clearly stated that at the present time Canada could not expect the British postoffice to send their letters by the existing route. But the whole question will be altered the moment a new route is made between Canada and Great Britain. As an individual there are two points to which I would like to refer. It seems to me that we have been a little bit handicapped in our discussion by the figures which Mr. Huddart laid before us on Saturday. To ask for a guarantee of 10 per cent upon the capital of the company is a very strong request. It seems to me that it is hardly likely that without fuller figures any government would go so far as to guarantee 10 per cent upon the outlay. There may be reasons why a certain guarantee should be given. But before the government would accede to such a request they would want to have all these figures fairly before them, and I think in our discussion we have been a little bit hampered on account of Mr. Huddart's figures. The other point is, that in this question of mail route, we have rather left out of it the fact that the Canadian Pacific Railway is an important factor in the matter. We cannot help it, but in any arrangement that may be made, the Canadian Pacific Railway would have to be a party. Otherwise that company would really command the situation. We might make an excellent arrangement on the sea, and the Canadian Pacific Railway might to a certain extent nullify this arrangement by the way in which it carried on its business. I only mention these points as they occurred to me as an individual and not in my official capacity.

Hon. Mr. FOSTER.—These are points which it might be well to think over a little, but I want to make this suggestion, with regard to the whole scheme. This conference is not absolutely considering Mr. Huddart's scheme. This conference is considering a scheme for communication between Australasia and Great Britain via Canada and through the proposed fast Atlantic service. Mr. Huddart is the gentleman who is now carrying on a part of that service on a certain condition as to a monthly service.

Lord JERSEY.—I said we were "a little bit handicapped." I used these words on purpose.

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Hon. Mr. FOSTER.—Mr. Huddart is also, under certain arrangements made with the Dominion Government, endeavouring to establish this fast Atlantic portion. In his work of undertaking the whole scheme he is endeavouring to have four steamships on the Atlantic and five on the Pacific which would make a good service if well carried out. For that ideal scheme, the subsidy that he asks is £300,000 per annum or 10 per cent on the capital. It may be necessary to have that amount of money or it may not be necessary to have that amount, and one impression I want to get rid of in the conference here is the inference that the Dominion Government is bound for any length of time to Mr. Huddart's proposal. We are not, and we would not bind ourselves down to any person with whom we made agreements that we should be handicapped from turning it into other hands if that arrangement fails. Our arrangement with Mr. Huddart is simply this: We have made a provisional agreement by which if he does so and so we will grant a certain subsidy. After we have got the consent of Parliament to that \$750,000 proposed as a subsidy, Mr. Huddart has three months to materialize his scheme. If he is not successful in three months, the Dominion Government is at perfect liberty to look elsewhere, or rather to receive other propositions. I may say that other propositions are now before the government, but we are unable to consider them until we have amply carried out the proposal we entered into with Mr. Huddart. It is quite possible a less amount of money may carry the scheme through. So that you must see that we are not handicapped by this proposition. We are simply after all considering the abstract plan as to how to get this service, and we are seeing how far we can assist each other towards the accomplishment of that service. Any line of communication like that must be with the co-operation of the Canadian Pacific Railway, and I may say that Mr. Huddart has the co-operation and sympathy of the Canadian Pacific Railway in his endeavour to arrange his lines, and in the Pacific he has the best and the closest arrangement with the Canadian Pacific Railway which necessarily must be understood in an overland route like that, because in that great continental route alone, a large benefit would accrue to the Canadian Pacific Railway in the way of carrying passengers and freight via this route. I will point out, however, that there are some difficulties in the Canadian Pacific Railway carrying on this Atlantic service or being a party to this Atlantic service, because they have the competition of the Grand Trunk system of railway, which is a mighty system of railways in this country, and that line would have the competition of the Allan line of steamships and the Dominion line of steamships and other heavy lines of steamships of great influence, so that the Canadian Pacific Railway might be very seriously handicapped by having the control of this line between here and Great Britain, if it incurred the competition of this great railway and the other great steamship lines. So that is a factor which enters into the participation that the Canadian Pacific can take in the fast Atlantic line. I know those considerations have great weight.

Lord JERSEY—Does not the Canadian Pacific Railway feed those lines?

Hon. Mr. FOSTER.—It does; but the fast Atlantic service must not only be fed by the Canadian Pacific Railway, but by the other lines as well. It will be to the benefit of the line that the passenger and freight traffic of both the Grand Trunk and Canadian Pacific Railway should be centred on the fast Atlantic steamers. There is a rivalry between the two great lines, the Canadian Pacific Railway and the Grand Trunk, and if it were known or supposed that the Atlantic line was in connection with the Canadian Pacific, the Grand Trunk would say, as far



as our freight and traffic business is concerned, we will throw it into the hands of some other line. The idea is to interest all the great lines of railway in this country, equally, if possible, in the fast Atlantic service. Whilst I acknowledge the practical nature of the offer made by Mr. Lee Smith from New Zealand, and am very glad to hear his views in that respect, I think it is impossible for us to expect at this conference that we should put down in black and white what each colony is prepared to give. Fortunately, the Canadian Government has so acted that its delegates are in a position to say exactly what they will give. New South Wales has been able to do the same. The other colonies are not in that position. For my part, I am thoroughly satisfied with the expression of good-will and sympathy which they have given. I feel that what has transpired here will be followed by every reasonable effort to accomplish the desired end. We must not lose sight of the fact that each one of these governments has its own conditions to deal with, and I do not think we can ask, here at this conference, that they shall put down just exactly what they can do; but I know the suggestion will commend itself to all the Australian colonies. It is a grand scheme. If the cable communication and the steamship communication shall be carried out within the next three or four years, I venture to say that no one single action that has taken place will do more for the British Empire, as regards its unity, and the cohesion of those distant parts, than this very same line of action we have recommended. We cannot hasten too fast. With respect to the cable, so it is with this matter. We must be satisfied to go slowly. I also acknowledge this point, that Great Britain cannot be categorically asked to-day or to-morrow just what she will give. There are other considerations which have been well put by Lord Jersey, and I quite accede to the view that two or three years will be necessary in order to bring this matter to a culmination. When the other subsidies fall in, and these contracts expire, there will be a certain elasticity in regard to the matter that does not at present exist. I think we shall have done excellently well if we can see our way clear to give this all our sympathy and our participation in the way in which it has been suggested here to-day. Some may think we are somewhat in the position of beggars with reference to the British treasury. While it may have a little of that aspect, after all, there is an element of fairness about it. We do not go there to beg, without being quite prepared to put our hands in our own pockets. After all, we are all one, if we do live a long way apart.

The motion was then put and carried unanimously.

#### THE PACIFIC CABLE.

The PRESIDENT.—The next order is Mr. Thynne's motion as follows:—

“Moved by Mr. Thynne, seconded by Sir Henry Wrixon: That the Canadian Government be requested, after the rising of this conference, to make all necessary inquiries and generally to take such steps as may be expedient in order to ascertain the cost of the proposed Pacific cable and promote the establishment of the undertaking in accordance with the views expressed in this conference.”

Mr. FOSTER.—In respect to that, Mr. Thynne, what is your idea? How far does it go?

Mr. THYNNE.—My idea in moving this resolution, is, that the Government of Canada shall have put upon them, the duty of keeping this question of the cable alive, on the lines that have been suggested. It will let them feel, that we, the other colonies, in putting this duty upon them, are prepared to assist them, and support them, as far as we possibly can, on the lines we have expressed during the debate. It is desirable

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that this question of the cable should be kept moving. I think this is a wise step, after the resolutions which have been passed. I do not think, Mr. President, I need detain the conference, by making any speech upon this motion. I think that it is one which will meet with approval.

Mr. FLEMING.—May I be permitted to say a few words. My name has been so much connected with this matter, that I have thought it best that other gentlemen should express their views to the conference. There are three points, however, with respect to which I would like to submit a few observations. It was said, sir, by one of the delegates, the Hon. Mr. Playford, that there is no evidence to show that any Imperial officer considers the Pacific cable would be of any strategical value. In reply to this, it must be obvious that the value of the cable is self-evident, to anyone. I think it would not be possible, sir, to find any officer, naval or military, whose opinion is of any weight, who does not place the highest value upon the Pacific cable as an alternative line to Australia and the east.

Hon. Mr. PLAYFORD.—What about the Hydrographer's report ?

Mr. FLEMING.—I will come to that presently. I have, in my possession, evidence, which I think must be satisfactory to all, if evidence is needed. So high an authority as Field Marshal Lord Wolseley years ago expressed the opinion publicly that it would be unwise and suicidal to depend on the existing telegraphic system, as a means of telegraphic communication, between England and India as well as Australia. This opinion, I am certain, is shared by every Admiral and General of any note in Her Majesty's service. After Mr. Playford spoke on the subject the other day, when I left this room, almost the first man I saw was a well-known and distinguished British officer. I refer to General Herbert, at this moment in the service of the Canadian Government. I asked what opinion he held, and without the least hesitation he expressed himself strongly in favour of the Pacific cable ; since then he gave me a document, an extract from which I would like to submit to the conference.

Hon. Mr. PLAYFORD.—I would ask if this gentleman speaks as a British officer, or as a Canadian officer ? He is in the service of the Canadian Government at present.

Mr. FLEMING.—He always speaks as a British officer. He says : "The present lines of telegraphic intelligence between Great Britain and the Cape are singularly exposed to interruption. They present a large number of mid-stations, many in foreign territory, while others are on undefended points of British possessions or protectorates.

The main line connecting Great Britain with Australia is still more exposed to interruption. It has many mid-stations and consequently many possible points of attack, while many of these mid stations are on foreign territory. Passing through the narrow and shallow seas of the Indian Archipelago the cable becomes vulnerable throughout its entire length. In the event of the interruption of the existing line, Australia becomes isolated, for the purpose of telegraphic intelligence, from the rest of the Empire, since there is no alternative line.

Viewed by the light of the above statements the strategical effect of connecting Canada and Australia by a telegraphic cable, is to confer a distinct increase of defensive power on the British Empire, for the following reasons :—

1st. Such a cable would double the existing means of telegraphic intelligence between Great Britain and Australia, and ultimately between Great Britain, the Cape and India.

2nd. The line so provided would be less vulnerable than the existing ones, since all the mid-stations of the submarine section, and all those of the overland section, would be in British hands.

3rd. The Pacific section of the line being a deep sea cable, the line would not be exposed to the danger, referred to above as existing in the shallow waters north-west of Australia.

4th. Canada would be provided with an alternative line of intelligence with Great Britain in the improbable, yet possible event of a general interruption of the transatlantic lines landed in Canada, at a time when those landed in the United States might not be available.

5th. A direct line of telegraphic intelligence would be established between the northernmost station of the British Pacific Squadron, and the stations of the Australian Squadron; an incalculable advantage in facilitating the co-operation of these naval forces with one another.

It must be observed, that the full advantages above detailed would be neutralized, in the event of the Queensland New Caledonia cable being made a section of the proposed transpacific system, since that system would then cease to be purely British.

In military, as in commercial affairs, the importance of a rapid and secure interchange of intelligence, between distant points, cannot be over-estimated. The proposed transpacific cable will doubtless find many advocates upon purely commercial grounds, but I will venture to report that, viewed solely as a military line of intelligence, its value is so great that it should secure the unhesitating support of all the governments whose interests, and very existence, demand the fullest development of an organized system of imperial defence.

Sir, it is not necessary to say anything more with regard to the strategical aspect of the cable, and I am very glad to be able to supply the evidence which one member of the conference seemed to think was wanting.

The second point I wish to direct your attention to is one referred to by, I believe, Lord Jersey; I think he asked that the line of cable should be in some way defined, so that the survey might be proceeded with without unnecessary delay, that in fact it was necessary to have some idea where the survey should be carried on, before it could be commenced. With regard to this, I can only say that if the object be to establish a British cable, we must commence the survey at Vancouver, and proceed to Fanning Island, and thence southwards, Fanning Island being the nearest British Island that we possess. This reminds me, sir, that it is due to myself to make this explanation:—I took upon myself to point out on three separate occasions, that another island considerably nearer Vancouver than Fanning Island was available for a mid-ocean station. On the 23rd September, I prepared a memorandum which was sent from Honolulu by Mr. Bowell informing the Canadian government that this island was unoccupied, and unclaimed. I refer to Necker Island. When I reached Australia, the same statement was repeated by me in a memorandum dated October 11th, which was submitted to the various Australian Governments. And, again, in January last, I had, with the Agents-General and the High Commissioner for Canada, an opportunity of seeing Lord Ripon, and I placed in his hands a third document dated January 6th, in which I pointed out that this island, 800 miles nearer than Fanning Island, was still unoccupied, and unclaimed by any maritime power. That island, however, is not now available. On the 27th May last formal possession was taken of it by the Hawaiian authorities, so that if we want Necker Island we must now apply to those who have so recently laid claim to it. The nearest British island, is Fanning Island, and therefore the survey should be made between Vancouver and Fanning Island, unless some terms can be made for landing the cable at one of the Hawaiian Islands. As far as the section between Vancouver and Fanning Island is concerned, of course it would be very desirable to have it shorter, but it is perfectly feasible to lay a cable to Fanning Island. The third point I wish to mention is this:—It was pointed out by Mr. Foster that it was necessary to know the cost of the undertaking in order that the several governments might intelligently consider the whole question. The survey alone will not give us the cost of the undertaking.

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Something more is needed, and the question in my mind is, who is to obtain that further information? Are we to wait until another conference, or will it not be better to have some one authority to act in following up the resolutions of the conference in regard to the establishment of a cable? The resolution submitted by the Honourable Mr. Thynne has a direct bearing upon the matter. If the Canadian Government be authorized and requested to make all necessary inquiries and take such steps as may be found expedient to promote the object we have in view, I am sure the conference cannot arrive at a better conclusion. There are other matters besides the survey and the cost which require to be considered. It may be necessary to carry on correspondence in connection with the acquiring of mid-ocean station. Possibly, a correspondence with the Hawaiian authorities and the Imperial Government possibly with electricians, manufacturers of cables and others; therefore, I think the resolution submitted by Mr. Thynne is one which should be passed by the conference.

Hon. Mr. FOSTER.—The survey to Honolulu, and thence further across, would that be all that would be necessary, even if the cable ran to Fanning Island?

Mr. FLEMING.—I think a survey from Vancouver to Fanning Island, with some soundings in the direction of Honolulu, would answer all the objects.

Mr. LEE SMITH.—I am delighted with this motion by Mr. Thynne, because it is practically an affirmation of the method of procedure which I advocated the other day, but which was then not considered to be advisable. I am not going to quarrel with words or phrases; but, if you look at the terms in which Mr. Thynne's motion is put, you will see it really means that the steps to be taken must necessarily be in the direction of inviting tenders from companies, in one way or another. During the debate on my motion the question was asked, how can you do it, unless there is some survey? The same answer is applicable to this motion. How are you going to get any definite information as to what this will cost, unless you have surveys, or unless you take the risk, or unless some company will take the risk of making the survey, and sending in a tender. It is really my motion in another form. I trust it will lead to what we all desire, and that it will not be long before we know what the cost will be. We wish to get a cable as quickly as possible. I shall be very glad to support the motion.

Hon. Mr. PLAYFORD.—The motion is a very proper one, after the position the conference has taken. I should not have risen to say a word, were it not for what Mr. Fleming has said. He fancies he has answered my statement. He has not answered me in the slightest. My contention was that it was a very singular thing, that Sir Charles Tupper and Mr. Fleming, who have taken such a great and deep interest in this cable matter, and have written so much about it, had never, through the Colonial office, got the Imperial Government to get a report from a competent Imperial officer on the question of the strategic importance of this particular cable. He thinks he has answered me by quoting some Imperial officer, who evidently is in the employ of the Canadian Government. This Imperial officer has not been asked by the Imperial authorities to express his opinion. It should come through the Colonial office in the proper way, and not through Mr. Fleming direct. It is no answer to my contention to say that an Imperial officer has given such a report to Mr. Fleming. My contention was that the report of the Imperial officer should be given to the Imperial Government, and should be got in the proper channel, through the Colonial

office, by either Mr. Fleming or the High Commissioner, Sir Charles Tupper. I contend that I am in no way answered by quoting a statement from General Herbert, who may be a very competent individual, and I have no doubt has taken what he believes to be a correct view of the situation, but, it is no answer to my contention that if we are to get opinions upon this very important subject, on which we are going to ask the Imperial Government to give us assistance, that the reports of such Imperial officer should be obtained by the Imperial Government, and that they should have a choice of the officer, and that they should secure the best official for the purpose of making it.

Mr. FLEMING.—I have been aware for several years that there is in the hands of the Imperial Government the strongest reports in favour of an alternative line. I have seen such reports myself. I have seen them since this conference met, but they are confidential and cannot be produced.

Hon. Mr. PLAYFORD.—It is a very singular thing that the only report they have allowed to go out is the report of the Hydrographer, and he is opposed to it.

Hon. Mr. FRASER.—Surely the report of the Hydrographer cannot be put against the report of General Wolseley. As I understand the position of the Hydrographer, it is from a mere commercial point of view altogether.

Mr. FLEMING.—There are reports which have not been produced.

Hon. Mr. THYNNE.—If you read the Hydrographer's report, you will see it does not deal with the strategic question at all; it only deals with the requirements of the cable for commercial purposes.

Hon. Mr. PLAYFORD.—Oh no. I have not got my papers with me to-day, because I did not anticipate anything more would be said about the cable.

Hon. Mr. FOSTER.—Then, Mr. President, we should arrive at some definite understanding. If you entrust the Canadian Government with the duty of carrying out the wishes of the conference, according to these resolutions, what position is the Canadian Government to take when it comes to asking for a survey? Are we to ask the British Government to conduct the survey, and where? Are we to take Mr. Fleming's suggestion? We would like some definite instructions from the conference in regard to this matter. Are we to take Mr. Fleming's suggestion, and ask for a survey from Vancouver to Fanning Island, with side soundings to Honolulu? If it is not that, what are we going to ask? If we make a request for a survey, we must indicate some particular portion of the Pacific Ocean we want surveyed.

Sir CHARLES MILLS.—Would it not be wise to find out which is the cheapest and best route, and allow the government to have the survey made wherever they think fit?

Mr. LEE SMITH.—You want the plan of procedure defined as far as possible?

Hon. Mr. FOSTER.—I thought it was important we should state somewhere near the portion of the ocean we wanted to have them survey.

Hon. Mr. THYNNE.—I do not think we can do more than has been done. I think the general line has been laid down by the discussion which has taken place. We want the shortest and quickest route. We want it through British territory, or under British control. That is a definition of itself, and defines the course of the line.

Hon. Mr. PLAYFORD.—The shortest route leaves New Zealand out.

Mr. LEE SMITH.—We could get a line across.

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Hon. Mr. THYNNE.—The Admiralty will be able to select the most effective and best course to take. We have laid down, in a general way, that it is to be the shortest and quickest route. We want also, that the line should go through British territory, and be under British control. Those two definitions, practically, are sufficient for the Imperial and the Canadian Government, as guides for the direction in which the survey should be made.

Mr. LEE SMITH.—Mr. Playford has suggested the position of New Zealand. So far as New Zealand is concerned, we have got two cables across to Australia. To make this matter complete we would want to get possession of these two, or get an independent line, or, as a third alternative, go direct to New Zealand. If we are expected to contribute to this, we should have an independent line. With regard to Mr. Foster's suggestion that there should be some statement as to how we shall carry out Mr. Thynne's motion, let me say this: Even suppose we did not want a company to put it down and run it for themselves, why not advertise for somebody to lay the cable as a national concern, and to keep it in order for so many years. I think you would get plenty of offers within six months.

Hon. Mr. SUTTON.—I think the point raised by the Hon. Mr. Foster is worthy of consideration by every member of the conference. If we ask the home authorities to survey a route, say from Vancouver to Fanning Island, and they report that the depth of water, and the condition of the bottom make it easy to run a line from Vancouver to Fanning Island, we should not stop there; we should consider further the objections raised by some of the scientific people that it is impossible to work a line profitably, of such a length. If we are to restrict our ideas to the survey of a line irrespective of the scientific objections raised, we may then find ourselves in the position that it is quite possible and easy to lay a line from Vancouver to Fanning Island, but the question of the practicability of working a line of that length may not have been considered. It seems to me we must go further than ask the imperial authorities to make a survey; we must ask them to ascertain from the highest possible authority whether we can profitably work a cable of that great length. If there is any doubt about that, we must then ask them to have surveyed an alternative line; but, we cannot ignore the question of the practicability of working a line of that length. We may find ourselves in the position that it is quite possible to lay a line, but it may not be practicable to work it. That will have to be considered in making the proposal we shall have to make to the imperial authorities.

Hon. Mr. FOSTER.—The two, certainly, must go together.

Hon. Mr. SUTTON.—Yes. We must ask the imperial authorities for something more than the mere survey of the line. I am very glad to support the proposition made by Mr. Thynne, and, although it is not very definitely stated, I conclude his proposal embraces the suggestion that all communications with the imperial authorities should be made by the Canadian Government. I should like to suggest in connection with this, and I hope I shall not be considered out of place in doing so, that if the Canadian Government are going to make these representations through their High Commissioner in London, Sir Charles Tupper, they will permit to be associated with him the different Agents-General of the colonies interested. We feel that our representatives in London should know exactly what is going on, so that they may report to their different governments the steps that are being taken from time to time.

The PRESIDENT.—You mean in connection with making the inquiries?

Hon. Mr. SUTTON.—I am sure the suggestion I am making will be accepted in the same spirit in which it is made, that all the colonies interested in this conference may be represented in any communication between the Dominion of Canada and the imperial authorities.

Hon. Mr. FOSTER.—Any communications the Government of Canada would make to Great Britain would not be made through Sir Charles Tupper; they would be made direct to the Colonial Office, and, very often, in regard to these things, we send the same information to Sir Charles Tupper, as our High Commissioner. We ask him to follow up the matter. Certainly, all the colonies interested should have their Agents-General working in unison. There is no doubt about that. We will see to that.

Hon. Mr. SUTTON.—If the communication is made direct, the colonies will be informed of the steps taken as soon as possible.

Mr. LEE SMITH.—What is it understood you are going to do, Mr. Foster?

Hon. Mr. FOSTER.—Give effect to these resolutions. I take it, that under that instruction, if it were considered advisable, in the first place, take one contingency, if we get a survey, that it is open to the Government, if it thinks best, to try to get at the cost of a cable by some such means as my friend Mr. Smith suggests.

Mr. LEE SMITH.—That is the very thing I want. I think you will find that is the only practicable method.

Hon. Mr. FOSTER.—I mean, that under that resolution, if it asks for a survey, and the British Government come to the conclusion that they are not able to make that survey, and in fact do not make it, it is quite open for the Government of Canada to try to ascertain the cost of the cable, or what it could be constructed for, by some such means as my friend Mr. Smith suggested, by asking parties to tender. Or, it is perfectly competent for them to communicate with the Australian Government, and say, shall we carry on this survey alone.

Hon. Mr. THYNNE.—Or, you may go further. Supposing you have the survey made, you may call for tenders as to the cost of laying the cable.

Hon. Mr. FOSTER.—Oh, yes, certainly, we would be obliged to do that.

The motion was then put to the meeting and unanimously carried.

#### THE BANKRUPTCY LAW.

Sir HENRY WRIXON.—I wish to call attention to a subject, which you cannot now fully discuss, but it arises in this way, and has reference to the law of bankruptcy in one or other of the countries, Great Britain, Canada, and the colonies. This question was exhaustively dealt with by the Colonial Conference in 1887. In that conference, as members, there were eminent legal gentlemen. They obtained the aid of a counsel in London, of high authority, and they drafted several bills dealing with this subject; they also got opinions as to different questions that arose. The different suggestions there made have never been able to be given effect to, but, as we are sorry to say, there have recently been bankruptcies of companies carrying on business both in Australasia and Great Britain, which has rendered it exceedingly desirable that the law on this subject should be perfected, and all difficulties and ambiguities cleared away. Therefore, without pledging this conference to any view on the subject, which would not be reasonable, I simply wish to place on record our desire that the matter should be dealt with, calling attention to the exhaustive manner in which it was considered by the previous conference in 1887. I feel that it is desirable that this conference should

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preserve some continuity, and that when matters were taken up and dealt with, they should not be allowed to lapse, and that, if necessary, another conference may call attention to what has been suggested. With that short explanation I beg to move, seconded by Hon. Mr. Fitzgerald :

That this conference desires to call the continued attention of their respective governments to the proceedings of the Colonial Conference of 1887 in regard to the bankruptcy and winding-up of companies, with a view to completing the necessary legislation upon the questions therein raised.

Motion carried unanimously.

### FORWARDING THE RESOLUTIONS OF CONFERENCE.

Sir HENRY WRIXON.—I beg to move, seconded by the Hon. Mr. Fitzgerald :

That the chairman be requested to forward the resolutions and proceedings of this conference to the Right Honourable the Secretary of State for the colonies and for the Premiers of the colonies represented ; and to take such steps as may be necessary for calling continued attention thereto.

That applies to all the business, so that the chairman be empowered to be our administrative hand to complete the work we have done.

Hon. Mr. FOSTER.—It is the same thing, in a general way, that you have done with reference to the cable, in order to make sure that things will go on.

Hon. Mr. PLAYFORD.—I will support the motion. I think the members of the conference would very much like to be in a position to send a copy of the proceedings to their respective governments at the earliest possible date. If we wait until you are in a position to send bound copies, considerable time will elapse. Before I leave here I should very much like to have a rough copy, as long as it is a corrected copy. I desire to send a copy, as quickly as possible, to our government. I feel quite sure the other delegates would like to do the same with regard to their respective governments. We may have to wait a month or two before we can get the bound copies to send out.

The PRESIDENT.—I do not think it possible to have the copies before the Hon. Mr. Playford leaves, in a state in which they should go out. They will have to be carefully revised, line by line. I will not wait for the bound copies, unless the bound copies can be got within a day or two. I can send them so that they will reach you in London.

Hon. Mr. FOSTER.—For weeks before we came together a great deal appeared in the papers of Great Britain, Australia and Canada with respect to this conference, as to what it was going to do, what the result would be, and public expectation with reference to the matter was somewhat excited. Great desire has been evinced in different parts to know what this conference would do when it once assembled. As an evidence of that, the *Times*, a London newspaper, took the trouble of sending a special correspondent to Ottawa. The *Times* has been very friendly to this conference, giving it extended notices, and prophesying good things of it. When the public mind is on the *qui vive*, and the conference is just in session, or just about closing, is the time when the public mind will take in, better than at any other time, the results of the conference, and do you not lose practically all the good effects by putting these in the shape of closed records, keeping them for 4, 6, or 7 months? When it comes out then in the shape of a parliamentary paper, is it not something which is so old that newspapers will scarcely take cognizance of it, and the public mind will have cooled towards it? I think there is a good deal in that view. Special correspondents are here, the public mind is fresh, we are now about finishing our labours, and why should we not have all the good that is to come from this conference, and simply let the newspaper men take hold of it, and work it up for all it is worth? Of course, with the exception of those



confidential portions, which we do not propose to give out. Is there any reasonable objection to that? If there is not, I am very strongly of the opinion that we are going to lose, if we do not adopt that course. I am told that Australia is very anxious to know. They have sent there men here, and they are anxious to know what they have done, and they want to know in extenso. In fact, I violate no confidence when I say they have a correspondent here now authorized to send them column after column of the record of this conference, and, he knows nothing, and can know nothing, so long as the view we have been acting under, so far, prevails. I think there was good reason, while this conference was doing its work, that the public should not take it piecemeal, and interpose its criticisms, and so on. We have, however, practically finished, that objection does not exist.

Mr. LEE SMITH.—Before the conference closes, I would like to suggest that the same course be followed by the chairman with regard to the mail service, as we have authorized him to follow with regard to the Pacific cable, that is to say, if he fails to do anything better with Mr. Huddart's company, that he be at liberty to invite tenders, or take some steps to ascertain the best terms which can be obtained. A good deal has been said about what Mr. Huddart wants. The chairman might, from inquiry, find out that other companies would take considerably less. I do not think it would be conferring too much power, if we authorized him to take similar steps, with regard to the mail service, that we have suggested he should take with regard to the Pacific cable.

Hon. Mr. FOSTER.—One other point, in regard to the proceedings. If we do not give out what takes place here, we can rest assured of one fact, that for several days hereafter accounts will be put forth in the newspapers, American, English and others, of what has gone on here, by people who really do not know. Consequently, a garbled view of the thing will really get before the public.

Hon. Mr. FRASER.—It is imperatively necessary, in my opinion, that this recommendation should be carried out, and that the press should have the information.

The PRESIDENT.—I am very glad the conference has come to this decision, because I felt that I had placed myself in a rather false position the other day, when I gave certain information to the press. I understood it was my duty after full discussion, and after a final conclusion had been arrived at, to give such information to the press as I thought would be of interest to the public. One of my colleagues thought I had exceeded the power with which I had been invested, hence, I took very good care not to give further information of any kind. Last night, however, I thought that resolution in reference to trade was of such great importance, more particularly in England, that after receiving a note from the Hon. Mr. Foster, with which I fully concurred, I gave it in full to the *Times* correspondent. I gave it, more particularly, for the reason that he was sent here specially by the London *Times* to be informed of what was going on. After what you have said, as soon as I can look at these proofs, I shall place them in Mr. Parkin's, hands from which he will make such a synopsis as he pleases for the English and Australian press.

Hon. Mr. FOSTER.—Mr. Parkin is a man to whom you can give the proof as it stands.

Sir HENRY WRIXON.—Is it understood that you will give that information, and that we will not individually give it?

The PRESIDENT.—I will see that it is done.

Sir HENRY WRIXON.—If any one asks us, we will refer him to the chairman.

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### THE DETAILS OF COLONIAL RECIPROCITY.

The conference re-assembled at 2:30 p.m.

Mr. PRESIDENT.—Gentlemen, I am not aware that there is anything particular now before the conference. I think the intention was that we should have a talk over trade matters more in the way of a conversation than any other. We were to have an informal talk.

Hon. Mr. SUTTOR.—I have to thank you Mr. Bowell, in your capacity as Minister of Trade and Commerce, for the permission you have given the members of this conference to address you in an informal manner on the question of trade which we hope to establish in the future between Canada and Australasia. Although there are differences in the tariffs existing in the Australian Colonies and in Canada, there are many articles in which we might reciprocate in trade. You have a tariff here that imposes a duty upon many of our products, still notwithstanding those duties, if you do not see your way clear to remove them wholly or in part, there are some things that are admitted free, and even with the articles upon which there are duties, I think a considerable trade might be established between the two. Our great staple industry in Australia is wool, and whatever may happen to the colonies in the future and whatever legislation may take place with a view to encouraging people to settle upon the land and occupy smaller holdings, I feel persuaded that even then we shall have more sheep within our territory than we now have held by our large landholders. I am glad to find as regards the wool that is chiefly produced in Australia, that is marino wool, you have no duty here in Canada, and therefore it is a mere question of endeavouring to bring about a closer relationship between these two dependencies of Great Britain, to establish what will ultimately be a large trade in that commodity. We all know how you have succeeded in Canada in building up in your territory large manufactories, and it must be patent to any one who reads the statistics of the Dominion that you are not at all likely at any time to find the necessary raw material that you require. As a matter of fact your sheep instead of increasing have been slightly decreasing, and you have only about 2,500,000 sheep in Canada. In the Australasian Colonies we have now about 125,000,000 of sheep, and you can easily see that we have an enormous amount of wool at our disposal for export. It is not necessary for me to point out to you that the greater portion of our wool now goes to the foreign countries in the world. We export largely to Germany, France, Belgium, and other foreign countries, as well as having an enormous trade between ourselves and England. I must not forget to mention the great trade I hope will spring up between the Australian Colonies and the United States of America now they have taken the duties off wool, a raw article that they require in large quantities. It does seem to me somewhat peculiar that notwithstanding the large quantity of wool you buy, you have bought chiefly through other countries and not directly from the colonies. You either buy in England or in the United States. If we are going to establish a direct trade between Canada and the colonies there is no reason why you should not enter into direct communication with the sellers, and in that way you will find if you send your buyers to the markets of Sydney and Melbourne that they will have a much better choice in the fresh raw materials, than they can get in the more restricted markets in the United States and England, and they will buy the wool first hand from the producer. To give you an idea of the extent to which our markets are growing, I may tell you that all the great manufacturers of Europe send representatives to the Australasian Colonies, and

they buy wool in such large quantities that I know instances where a single buyer has chartered an enormous steamer and filled her with bales of his own purchase. I have no hesitation in saying that before very long the great wool market of Australasia will be in Sydney and Melbourne instead of London. It is not necessary for me to quote figures to show that the great amount of wool sold at these centres is enormously increasing annually; and we believe in a short time it will be to the benefit of any one who desires to buy wool in great quantities to send down to Australia and buy there direct from the breeders. I am glad to say that the Department of Agriculture in the colony from which I come have recently sent up a number of samples of wool to Canada for your inspection, and I have no doubt you will place them in such a position that the people of this country generally will be able to see the quality of wool we produce, and ascertain whether it is suitable for the purposes for which they desire that product. I have no doubt a large trade can be built up in this direction, because the commodity here is absolutely free. There is another direction in which I think you might utilize the animal that gives us the wool, and notwithstanding the duties that you now have on mutton a large trade ought to be established at any rate to British Columbia and considerably further east in frozen mutton. You will understand this when I tell you that the amount the producers of mutton receive in the Sydney market is now about 2 cents a pound, and I am informed that in British Columbia and in Winnipeg mutton is selling retail at 14 to 15 cents per pound. I think you will see there must be a margin there, if we can bring into closer communication the consumer and producer than is the case at present. Although it does seem a large tax to be put upon mutton —

Hon. Mr. BOWELL.—It is an ad valorem duty now.

Hon. Mr. SUTTON.—Two cents a pound on mutton as it was a short time ago, is 100 per cent upon the cost price that the producer gets for it.

Hon. Mr. FOSTER.—Mutton is 35 per cent ad valorem.

Hon. Mr. SUTTON.—The original proposal was, I think, to reduce the duty from 3 to 2 cents, and that means 100 per cent upon the first cost of the mutton as purchased from the producer. If it is 35 per cent ad valorem, we are still in a better position than we were under the 2-cent proposal. If we can only assist the mail steamers now running between Australasia and Vancouver, by giving them encouragement, that will justify frozen chambers being provided, and I believe a considerable amount of trade will be done between the Australasian Colonies and Vancouver and further east than Vancouver. A great deal of the mutton they are now consuming in British Columbia comes from Oregon, but we are sure of this, that it is inferior to mutton received from the Australasian Colonies. In British Columbia again we ought to find a market for our tinned meats. There they consume about 150 tons per annum. Some of this comes from Eastern Canada and the United States of America. The naval station of the North Pacific, which is at Esquimaux Bay, is a large consumer of tinned meats, and we may hope to induce the authorities to purchase some of our meat if it is as good and as cheap as that purchased elsewhere. There is also a large sealing fleet that is fitted out at Victoria, and there are a large number of lumbermen and miners who consume this meat in considerable quantities. Other commodities we may supply you with, are rawhides and skins of various kinds. Hides raw, whether dry, salted or pickled, are admitted into Canada free, and as we know perfectly well that you have a large trade with the United States in skins, it shows that you have to go outside of your own borders to supply your own

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market. I understand at present the greater part of the skins used in Canada are received through the United States.

Hon. Mr. FOSTER.—A good many of these come up from the Argentine Republic and South America and they are treated as United States exports.

Hon. Mr. SUTTON.—As they are free now, I think from the great quantity we have at our disposal we may ask you to favourably consider our claims to trade with you in this commodity, and your people have only to see the hides we produce to be convinced that they are as good at least as any of the hides they can get elsewhere. We have a considerable amount of trade with the United States in the skin of the kangaroo. It may not be altogether a waste of time to tell you that the kangaroo was considered such a pest a few years ago that we were paying so much a head for its destruction. Now they have become so scarce by the rising of the prices and the trade with the United States, that before long these animals may be as extinct as your buffalo. We have only got to prove to you the wonderful durability of our timbers to induce you to use them for some of the purposes you are now using the soft woods of Canada. If you could only see the wonderful durability of some of these excessively hard woods in Australia you would be in a short time convinced that although you might pay more in the first instance for your railway ties, it would in the end pay you to import these timbers of ours, which are almost indestructible and which will last practically for all time. Another purpose for which our timbers can be used advantageously here is for wooden blocks in the streets. We have tested and tried a great number of the different varieties of timber, and we find that these hard woods of Australia far exceed all other woods in durability for that purpose. The Mining Department of New South Wales has sent to the Canadian Pacific Railway people sufficient of these blocks to pave 100 feet by 50 feet, and when they put up their railway station in Vancouver, they have promised to lay these blocks as a test, and if any further test is desirable, I feel convinced the department will send you a supply if you will promise to lay them in some street that will give them a fair trial as to durability and where they can be compared with the blocks you are now using. I may as well tell you the prices at which we can supply these blocks for paving purposes. I am informed by the Mining Department that these blocks can be put on board a ship for 10s. 6d. per 100 superficial feet.

Hon. Mr. FOSTER.—What is the timber?

Hon. Mr. SUTTON.—It is the different gums. The red spotted and gray gum, the blue gum, the black butt and box. Tallowwood and turpentine ties, can be delivered free on board in Sydney for 3s. 3d. each. Iron bark ties 9 feet by 10 inches by 5 inches would cost about 3s. 6d. to 3s. 9d. each.

Hon. Mr. FOSTER.—Can you tell us the durability of these ties?

Hon. Mr. SUTTON.—The iron bark would last fifty years. In buildings in Sydney they have taken out pieces of this wood which had been put in sixty or seventy years ago, and they were as sound as the day they were first placed in position.

Hon. Mr. FITZGERALD.—This wood is also proof against the attacks of marine insects.

Hon. Mr. SUTTON.—Ties have been laid on railways for twenty years, and they are as sound to-day as the day they were laid. Now, in other matters, I think, Mr. Bowell, we may establish a trade on account of the reversal of our seasons. Our winter is your

summer, and our summer is your winter. We think that in the matter of fruit some trade may be opened ; that such fruits as oranges, lemons, and possibly apples, may be sent to you.

[At this juncture some specimen blocks of Australian woods for street-paving were shown to members of the conference, and one block of iron bark that had been down on a street for thirteen years was exhibited none the worse for wear].

Hon. Mr. SUTOR.—This specimen is iron bark, and is the hardest wood of the Eucalyptus family. Now, in the matter of fruit, I must admit that if we are going to be successful, we must warn our people not to send inferior fruit. We must see that our fruit is of the very best quality, and as marketable as the fruit sent from California and the Pacific slope or the West Indies. That is a matter of instruction to our California producers. I saw some fruit for sale in Vancouver which could not have been sold in any market in the Australian Colonies, and I was informed this fruit came from Tasmania. It simply shows that if we are going to open up a trade we cannot do so by sending our worst instead of the very best articles. I am informed by the officials of the Department of Mines that New South Wales can supply lemons, oranges, and mandarins in considerable quantities from the middle of May to the end of July, and if the prices realized in Canada prove satisfactory the quantity supplied could be increased to the extent of meeting Canada's whole requirements. The lemons would be of the main crop, a first-class fruit that would carry, and such as would keep if well packed. Oranges could be supplied not only from the middle of May to the end of July, but to the end of August or September if required. New South Wales oranges get sweet in July or the end of June. The dates, during which mandarins could be supplied, are from 1st June to the end of July. The prices are as follows for the fruit in orchard : Oranges, 2 to 4 shillings per gin case ; lemons, 2 to 5 shillings per gin case ; mandarins (thorny), 3 to 10 shillings per gin case ; mandarins (Emperor), 2 to 6 shillings per gin case. If properly packed for export, using the Californian standard case for oranges, the sum of 2 shillings per case should be added for picking, grading, wrapping, packing cases, and laths. Now, I think, we may say that butter comes under the head of an article of general consumption. It is not now considered as a luxury, and we may ask you whether we might not establish a trade in butter for your winter months. At any rate we might supply the people of British Columbia with butter of a good quality, and from reports that have been furnished to me, I find that your people in British Columbia say that the butter which they receive from Australia is far superior to that they receive from other quarters, and I understand that Australian butter of a good quality can be sold in British Columbia readily, at retail, from 30 to 35 cents per pound, and this is a price that will give a satisfactory profit to the Australian shippers. Then, again, there is another article that we are producing in large quantities, and later on will produce more extensively. You admit raw sugar up to a certain standard free, and as you have a considerable number of refineries, this article of sugar might be readily sent up here on our mail steamers.

Hon. Mr. FOSTER.—What does our standard run to ?

Hon. Mr. SUTOR.—I understand up to 14 Dutch standard is admitted into Canada free.

The PRESIDENT.—It has been raised to 16 Dutch standard under the new tariff.

Hon. Mr. THYNNE.—That would meet our sugar better.

Hon. Mr. FOSTER.—Do you refine very largely ?

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Hon. Mr. SUTTON.—Yes, we refine very largely indeed. The Colonial Sugar Refining Company buy their sugar all over the Australian colonies and from Fiji.

The PRESIDENT.—There is no reason why you should not send your tin here. We have none in this country.

Hon. Mr. SUTTON.—I am glad you mentioned it.

Hon. Mr. FOSTER.—It comes in free

Hon. Mr. SUTTON.—We have copper as well as tin.

The PRESIDENT.—We are consumers of a large quantity of tin in our canneries and fisheries.

Hon. Mr. SUTTON.—I should like to mention two or three manufactured articles which you produce largely and in which we might trade with you. First, there is paper. There is no duty at all in the colony I come from on paper, and you produce this article in large quantities which we can consume to a great extent. There is very little paper manufactured in the colony I represent, and there is no duty whatever upon printing paper. We have only to go through your mills to see the extensive dimensions that this manufacture has reached here, and there should be established a trade between Canada and the colonies without any trouble in that article alone. We are depending almost entirely upon the outside manufacturer for the paper we consume. We are willing to trade with you if you can show that you produce an article equal to what we get from other places at the same price. You also manufacture large quantities of cotton goods. Cotton material in New South Wales is admitted free. We do not produce cotton, and therefore we do not encourage the manufacture by putting a duty upon cotton material not made up. We want to bring cotton in as cheaply as possible and there is no reason why we should not establish a trade in New South Wales in cotton fabrics, the only duty we have being upon made up articles. Then, I conclude that if you send your salmon down to the colonies it would come in under the designation of fresh fish if it was simply frozen. There is no duty upon fresh fish in New South Wales, and if you can make arrangements to encourage a trade in salmon there is no reason why we should not consume annually large quantities of the salmon you procure in British Columbia. We have now in Sydney, chambers where this salmon can be kept for months at a time, and as other companies are building warehouses for the storage of frozen products you will be able to send considerable quantities of these fish to the colonies without risk.

Hon. Mr. FOSTER.—How is your canned salmon, does that bear a duty?

Hon. Mr. SUTTON.—It does bear a duty, but the duty is not very much. I am glad to have had this opportunity of offering these few remarks in the hope that before very long our deliberations will culminate in a large trade being established between the Dominion of Canada and the Australasian Colonies.

Mr. LEE SMITH.—Now, that Mr. Suttor has advertised his wares at considerable length, and as I am the one who suggested this discussion, I shall be entitled to follow and bring before the conference some of the articles which I think we can possibly interchange with you. I shall begin, sir, by observing that your wool tariff appears to me to be very prejudicial to the interests of my colony. My colony is very essentially a cross-bred wool producing country. You all know a great deal of the manufacture is now upon wools of the cross-bred character, not merino, but other wools known as cross-bred wools. I feel, if this tariff is left in this way, if you take merino wools free from other colonies and tax cross-bred wools at three cents per pound, it will

be antagonistic to the interests of my colony. I wish you to take that into consideration, more especially as I am going to bring to the attention of Mr. Foster an instance of our liberality towards Canada, which I do not think is equalled in any other colony. I believe, besides New Zealand, there is no other colony that admits agricultural implements free.

Sir HENRY DEVILLIERS.—The Cape of Good Hope does the same.

Mr. LEE SMITH.—I am speaking of the Australasian Colonies, Sir Henry, and I was pointing out that for several years we have admitted into our colony agricultural implements, and more especially reaping machines, free. A large quantity has come from the Massey-Harris Company, of Toronto, in fact 4,000 of one kind and another have been shipped to New Zealand from Toronto, and I think you should fairly respond to such liberality on our part by putting a product like wool upon the same footing with regard to our colonies as you put merino with regard to the other colonies. I think that is a fair claim. Coming to woollen goods, I may say that I brought with me on behalf of several manufactories in my colony some sample products. New Zealand has led the way in the manufacture of woollen goods, and we have £700,000 invested in woollen manufactures, one mill alone costing £200,000. I have shown these samples to the people in Vancouver and elsewhere, and they say they are equal in every respect to anything imported from England or Scotland, being the very finest class of pure wool goods both from merinos and cross-breeds. More especially is this so in our travelling rugs and tweeds for making men's suits. I have to ask you to see if you cannot put us in a better position with regard to woollen goods. I do not wish to exact a preference against Great Britain, but this is a line in which you could put us in a better position than you put France and Germany in. I have been told that with a very slight reduction in our prices there would be a large demand in Canada for these woollen manufactures which we are now producing in such large quantities, having the very latest and best machinery that can be produced. I come to the question of gum. Our country has a unique gum which has been largely used in the United States. The United States have been our best customers, but they are falling off a little. We have had an income of £500,000 a year from this product. When you learn that we have this superior article for varnish I believe you will do a large trade with us direct, for you already buy the same thing second hand through the United States. With regard to flax, you put raw flax on the free list. I may say that although we take your timber free, and your agricultural implements free, you do not allow the manufactured articles in flax to come in free. We have something new and most unique with regard to binder twine in New Zealand. From the New Zealand flax fibre we can make a most suitable article in binder twine, and when we allow your agricultural implements to come in free, you might allow our binder twine to enter your country on the same terms. Then I come to basils, or tanned sheep skins. Our country being a producer of long wool, the skins of the animals are very much more useful for tanning leather than merino skins, and it is quite an important industry in my district, the tanning of these skins and putting them into the manufactured form of basil skins. That cannot be so well done if you let the skins dry and export them and tan them afterwards. They lose their vitality. I ask you whether you could not allow basil skins to come in free. If you do I feel sure we should be able to do a very large trade with you.

Hon. Mr. FOSTER.—What are they used for ?

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Mr. LEE SMITH.—The tops of ladies' boots, covers for couches, chairs, &c. It is an enormous trade. The sheep are large in our country, and the basil skins are worth that much more for that reason. Then in rabbit skins, I believe we can do a large trade with you in this direction. In the other Australasian Colonies there is a large supply of rabbit skins, but ours are better. I will explain how this is. Ours is a colder climate, and a winter skin is better than summer skin because the fur is longer and it makes a better article. Then in meats we could do quite a trade in frozen mutton. I have listened to Mr. Suttor and say, with all due deference to him, that he cannot get over the fact that New Zealand is the place for frozen mutton. Vancouver has got frozen mutton from New South Wales, and I will say no more than this, that the people of Vancouver do not know yet what juicy succulent mutton is.

Hon. Mr. BOWELL.—A slight study has convinced me that Australasian mutton can be carried as far east as Chicago at a profit and pay the American duty.

Mr. LEE SMITH.—Now I think I have exhausted the leading articles of products that we have for export to Canada. Let us see what we can take from you. First there is fresh salmon. I had not had an opportunity of eating fresh salmon for a long time, and on my arrival in Vancouver there is nothing I enjoyed so much as the taste of real fresh salmon, and I have been almost living on it ever since. If you had a service in a direct line with refrigerators and appliances on the boats for the storing of these fresh salmon, you would find an enormous business throughout New Zealand from north to south. Then there is another thing: I understand that you grow some good hops and in many cases your hops are quite equal to the Kent hops. We raise only a few of them in New Zealand and necessarily have to import some. Then a product has been mentioned by Mr. Suttor, namely, paper. Both the newspapers, the *Dunedin Times* and *Star*, get their paper from New York. They have transferred their business from Edinburgh to that city. These two newspapers have a large circulation, and the item of printing paper alone would be an important item. I have called at Eddy's mills, and I am satisfied from what I have seen there that there are opportunities of shipping large quantities of paper to New Zealand. I have indicated a few things I think we can do business with you in after we shall have established a communication, and if we can carry out that communication we shall have a great deal more reciprocity between New Zealand and Canada than has yet been thought possible.

Hon. Mr. FITZGERALD.—It is needless to say in the colonies, as well as in Canada, we have strong expectations that we shall be able to widen our trade relations, and it is also needless to observe that anything in that respect that can be done shall be done, and this conference has done a great deal to promote the objects in view by a personal acquaintance with each other in order that we may inform our respective governments the points on which communication with each other are more likely to meet with successful results. Now, sir, speaking for Victoria and Tasmania, the articles that we produce certainly at the present moment do not seem to be of a very great scope, especially owing to the tariffs of the respective countries. Wool you admit free. I say that the rough timber in such a form that it could be exported are admitted into Victoria free.

Hon. Mr. FOSTER.—How about sashes, &c.?

Hon. Mr. FITZGERALD.—The difficulty will begin with regard to sashes. That is manufactured timber, and owing to the National Policy of the country being to protect the manufacturing interests, any serious modification which will affect the industries



established under that principle in the colonies for the working of your rough timber into sashes, &c., would be very difficult. Canada adopts the same principle and must sympathize with Victoria, and understands the difficulty which will be found in both countries in granting a request which would interfere with the labour of either colony. Now, I want to say in the production of wine that Victoria, with the exception of New South Wales, produces per acre a larger average than any country in the world. No, I am not correct in saying that. The production for Australia has an average set down at 190 gallons per acre. The production of South Australia is 160 gallons, while it is 237 gallons per acre in New South Wales, and 247 gallons per acre in Queensland. In France the average production per acre of wine is 133 gallons. Algeria gives the high average of 300 gallons per acre, and the Cape 220 gallons per acre. I allude to the return per acres, because an allusion was made in this conference to the effect that Canada was about to enter into a treaty with France for the import of wine, and it appears to me that Australia ought to be able in this market with her wines to beat France or any other country.

Hon. Mr. FOSTER.—Do you export sparkling wines? Do you make sparkling wines?

Hon. Mr. FITZGERALD.—It is a new industry. It has not reached any dimensions yet. With regard to the Canadian duty I do not think there would be any difficulty in coming to an arrangement with any of the Australasian Colonies with reference to that. It would give a great share of the trade with Canada instead of the United States as before.

Hon. Mr. FOSTER.—Do you do anything in condensed milk?

Hon. Mr. FITZGERALD.—Our milk production is so large it would be hopeless to expect to promise anything in that. The export of our butter has reached large proportions in the colony of Victoria. Last year the value of the exports amounted to nearly £1,000,000 sterling in butter, and the trade is growing larger, our butter bringing a very high price in the London market. With regard to fruits, Tasmania exported in 1891 £175,000 worth. Now, that would be much larger if the class of fruit were different. Stone fruits are chiefly grown in that country and the value of stone fruits in quantity is smaller than the other fruits, such as oranges, &c. I do not know whether the market here would be a large one for that fruit industry, at all events if by care and attention to the class of fruit exported a market would be established here which would be of advantage to that colony. The whole question of this interchange of commodities appears to me to rest upon the carriage. If the cost of carriage is reduced there is no doubt in the world Australia will be a large shipper of commodities that will suit the Canadians the best. In addition to this interchange of commodities, this important question should be considered. The cost of the carriage of fruit from Australia by the Canadian Pacific Railway to the more thickly-populated centres here in the east, such as Toronto, Montreal and other cities, would be a prohibition of its export. Shipments by the Eastern route are exceedingly rare. If arrangements could be made with regard to fruit, and the regularity of communication more facilitated, our trade relations could be much extended. I sincerely hope that this conference will tend to bring about this desirable result.

Hon. Mr. FRASER.—No doubt in time a considerable trade will spring up. If this steam traffic continues we will have a larger trade than at present between Australasia and Canada. We do take at present largely of timber, rough undressed timber.

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The PRESIDENT.—What do we understand by timber ?

Hon. Mr. FRASER.—Timber in the bulk.

Hon. Mr. FOSTER.—What does that mean ?

Hon. Mr. FRASER.—Huge sections of timber undressed, uncut, in the log. They are really beams. There are heavy duties upon anything that is dressed in Victoria. I mean in the bulk, just as it comes from the saw, squared timber. The duty is pretty heavy upon that, and there is a great outcry just now with the building trade in Victoria on account of the heavy duty imposed ; but in any case we must get our timber from Canada or from the United States. We would all be delighted to divert our trade entirely from Canada to Australia instead of from the United States to Australia by a simple tariff arrangement. That can be easily done.

The PRESIDENT.—Can you tell me why in your tariff you declare that Oregon timber and lumber is rated at a certain duty and that British Columbia pine shall not be rated as Oregon timber ? It is in reality the same.

Hon. Mr. FRASER.—My attention was drawn to that in Vancouver. I think it is perfectly absurd. The Douglas pine is Oregon timber.

The PRESIDENT.—I find in a note in your tariff the following :—“ British Columbia is not to be described or entered as Oregon pine.” Why is this ?

Hon. Mr. SUTTON.—Is British Columbia pine put at a disadvantage with Oregon pine ?

Hon. Mr. FRASER.—Yes, it is. I do not know the reason. I learned it for the first time when I was in the Vancouver Mills. So far as timber is concerned we must get the timber from Canada or the United States. At present we are not consuming much, because we are under a depression, but that depression will pass away and we will be all right again in a short time with regard to that. An arrangement might be arrived at with regard to the timber and some other duties. There is no reason why we should not take fish from Canada instead of the United States, as a lot of it is now got from the United States. There is no reason why we should not get it altogether from British Columbia if the transit charges are reasonable. I see great difficulty with trading on the eastern side of Canada on account of the overland transit charges.

Hon. Mr. FOSTER.—British Columbia has the fish.

Hon. Mr. FRASER.—Yes, in abundance. So has she got timber in abundance. There is no connection just now between Montreal and Australia by water. I found that out in my negotiations with Mr. Eddy. I came here with the full intention of doing business with the Eddy Company Mills. I am not going to divulge business secrets, but I have asked for the lowest rate to Victoria on printing paper. We are large consumers of printing paper. The evening paper with which I am connected myself has a daily issue of 25,000, with an issue of 45,000 on Saturday, and the issues of the daily papers are very, very large.

Hon. Mr. FITZGERALD.—One paper uses nine tons of paper in its issue per day.

Hon. Mr. FRASER.—There are one or two papers in Melbourne with an enormous circulation. *The Age* has a circulation of 100,000 copies per day. It is only a matter of charges. I see great advantages to both parties if we can trade largely in paper. Here you get your wood from which the paper is made sawn by water power, and the whole thing is manufactured at a low rate indeed. A half-penny per £1 on the lumber, fish and paper would run into large figures, and I think a large amount of money could

be made in this Australian trade. I have a statement from our Commissioner of Customs as to the duty upon petroleum oils. We have no such an item in our lists. A friend of mine in Toronto, who manufactures petroleum oil, said he thought a considerable business could be done under some trade arrangement. Then again you manufacture largely of matches. I have seen some of the matches manufactured here and they can be manufactured cheaply, and I do not see why you could not do business with us in that line. In harvesting implements you can also get a good trade. I have used the Massey Reaper and Binder myself and it is a very excellent machine. The company have an agency in Melbourne, and the farmers are now crying out against the high protective duty and Parliament is inclined to deal liberally with the farmers, so there is a probability of a lower duty upon reapers and binders. By and by I hope we will manufacture pure grade brandy. There is no country on the earth that can make a purer or more honest straight brandy. We can manufacture very largely of brandy. We have commenced the manufacture of brandy at Melbourne on a large scale, but I am sorry to say that the Act authorizing the incorporation of the concern is not so strict as to confine them to the manufacture of brandy from the pure juice of the grape. We can change the Act to compel the brandy to be from the pure juice of the grape. We can send you cheap tinned meats, and as far as tinned meat is concerned, some objection can be made to our competition with Eastern Canada, but it is not possible for them in the east to convey these tinned meats over thousands of miles of railway. Tinned meats are now consumed largely in Vancouver and Victoria. As far as their seal fisheries are concerned, I think we ought to be able to supply all of that trade. There are a great many boats now fitted out with the meats from Chicago. We can beat Chicago hollow in that respect. We can beat them with regard to prices and we can beat them in that trade. Well, now, in frozen mutton we can send it to Canada as far as the Pacific slope is concerned. We can send our meats for three or four or five hundred miles along the railway and do business in frozen mutton. In Vancouver the best mutton we saw was frozen mutton from Sydney.

The PRESIDENT.—I dined on some Australian mutton in Vancouver, and was informed that 25 cents a pound was paid for it.

Hon. Mr. FRASER.—That is a severe reflection upon the Canadians. You can buy first-class mutton for 2 cents a pound at Victoria. Our mutton is retailed in Melbourne shops at 2 cents a pound if a woman chooses to go and take it from the shops. If she expects to have it handed in at the door by a trade butcher in his white apron, of course she has got to pay for that. She has got to pay for the style.

Sir HENRY DE VILLIERS.—How much?

Hon. Mr. FRASER.—3½d. or 4d., perhaps. If it is a wealthy locality the price goes up, and if it is a poorer locality the price is considerably lower. You find that everywhere all over the world. The swells have to pay the full prices and the working classes of course pay very much less. The price is much cheaper in Queensland than in our colonies. In New South Wales we have had to boil down millions of sheep, so you can understand at once how anxious we are to get rid of this meat. Supposing we send you the legs, we boil down the fore quarters into tallow, and the leg is solid. It is beautiful, juicy, fresh meat, which can be shipped in loads of fifty tons and turned into lot of money.

Hon. Mr. FOSTER.—Take the large freezing establishments; what is the calculated cost of freezing?

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Hon. Mr. FRASER.—Three-tenths of a penny is the cost of freezing, and there is a profit in that.

Hon. Mr. FORREST.—That is for the absolute freezing—that is not for the whole treatment.

Hon. Mr. FOSTER.—I mean the whole treatment.

Hon. Mr. FORREST.—That will depend to a certain extent on where the frozen meat is sold. The climate affects the cost. It takes about  $2\frac{1}{8}$  per pound from the time you receive the cattle in the yards until the meat is sold in London.

The PRESIDENT.—Does that include the cotton which covers it?

Hon. Mr. FORREST.—That includes everything.

Hon. Mr. FRASER.—I was referring to the freezing charges. The figure I gave was about it. Of course there are other charges. It costs, to take the cattle from the yard to London in the frozen condition, 2d.

Hon. Mr. FORREST.—It costs a little less than that in Queensland; that is exclusive of London charges, but including freight.

Hon. Mr. FRASER.—We can handle that trade on the Pacific slope, I have no doubt about that. Tinned meat and things of that kind would run into a good deal of money, and I have no doubt a considerable trade will arise therein.

Hon. Mr. FORREST.—Addressing myself more particularly to the Canadian delegates, it goes without saying that we in Queensland are anxious to extend our trade with you. But I do not propose to waste either your time or mine by explaining to you that you have got certain goods to export. You are well aware of that. Nor do I intend to stand before you in the position of what your neighbours call “a drummer.” If we can send anything to you and you to us, you will discover it and you will deal with us. I do not see the slightest good to be gained by a discussion of this sort. We have certain things which we produce and export, and we import a good many things which you export, and if we show when we come into close quarters, that the things we produce can be laid down on favourable conditions, we presume you will take them. I shall briefly state the raw material which makes up the great bulk of our exports. In this connection a good many of the remarks which fell from Mr. Suttor would apply to the whole of the Australian Colonies, and I do not intend to repeat what he has said. Queensland's principal exports are wool, tallow, hides and skins, meats, frozen and tinned, copper, tin, silver and other minerals. I have left out gold because that goes without saying. We export sugar and beche-de-mer, and we hope soon to be exporters of butter and tobacco. I am well aware that there are some of these things which you produce for yourselves. The whole matter is contained in a most excellent report of Mr. Bowell in his mission to Australia, and you can find in that report all the information far better than I can explain it to you. I have told you what our chief exports are. It is now for you to say what you would like to send us. This will bring us to the point and we will then be able to determine whether we can do business.

Lord JERSEY.—Very well said!

Sir HENRY DE VILLIERS.—So far as the Cape is concerned, the list will be short, but I think the quantity would be considerable. What we have to offer is wool, which I think is admitted duty free. We can also offer diamonds. I do not know whether you require them in large quantities. We can offer you wine in any quantity you

require, and we can supply you with fruit at a time when you cannot produce any for yourselves, or obtain any on the continent. I think we have advantages over Australia, and that we can send you fruit at a cheaper rate, to the Eastern side of Canada, because they have the long land journey by the Canadian Pacific, which would swallow up a good deal of their profit. By the Atlantic, we could send you fruit in any quantities. Agents of New York have been at the Cape recently. I met some of them, and they told me that they believed a very large trade could be carried on between the Cape and the United States. These agents have gone so far as to tell me that they intend putting on steamers during the season when California and Florida produce no fruit. He says there are forty days in the year when neither California nor Florida can produce any fruit, and he informed me that New York is a very large consumer indeed of fruit, not only a consumer, but a distributor of fruit all over the American continent. There is no reason why fruit should be distributed through Canada from New York. There is no reason why there should not be a direct service between the two countries for that purpose. On the other hand, what we receive from you, I think, chiefly, is lumber. Mr. Rhodes, who is greatly concerned in mining industries throughout South Africa, informed me shortly before I left, that with the mining industries of South Africa, very large quantities of lumber will, in the future, be required. We do not produce it in sufficient quantities for ourselves, and he believes an arrangement might be made with Canada by which Canadian lumber could be imported into the Cape, duty free, if corresponding advantages were granted to us.

Hon. Mr. FOSTER.—Have you a duty on that now?

Sir HENRY DE VILLIERS.—I think there is a duty at present. Then, as to agricultural implements, there is no duty whatever. Hitherto, we have received a considerable proportion of our agricultural implements from the United States, where they are made very cheaply. These implements are considered very useful in South Africa. Since I have been here, I have ascertained that agricultural implements are made here quite as cheaply and quite as well as in the United States. Paper has also been mentioned. At present, I think we obtain our paper chiefly from England, but if paper can be obtained so much more cheaply, and of equally good quality in Canada than in Great Britain, there is no reason why a trade in paper should not be established. These, I think, are the only articles which we, on our side, would receive from Canada in large quantities. Of course there might be minor articles, but I have thought it sufficient to mention those articles which are of that importance to be of value for trade purposes.

The PRESIDENT.—You are not a manufacturing country in the way of woollens?

Sir HENRY DE VILLIERS.—No. Wool is at present received here duty free.

The PRESIDENT.—But you do not manufacture wool.

Sir HENRY DE VILLIERS.—No, except very roughly; no finer articles.

Hon. Mr. THYNNE.—It will not be out of place if I refer to what we have imported to Queensland, from this continent, during the last two or three years. Our imports from Canada were nothing in 1891; in 1892 they amounted to £842, and in 1893 they amounted to £1,340. That is the total of our imports from Canada.

Hon. Mr. FOSTER.—It is a large percentage of gain.

Hon. Mr. THYNNE.—Yes, but it shows that it is quite insignificant. It might be of interest to you in Canada to know the class of goods we have imported actually from the United States during the last three years. I will be glad to give details, if

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you desire, but in the meantime, I will just say that they include the following:—Agricultural implements, fire-arms, carriages and carriage materials, drugs and druggists' wares, preserves and articles such as salmon and dried fish, bottled and tinned fruits, dried fruits and raisins, furniture, hardware, and ironmongery, iron and steel wire, and machinery. Then, here is the largest article of all, kerosene. I would like to know whether there is any prospect of such an export from Canada of kerosene that would lead to a trade? We use it for lighting purposes.

The PRESIDENT.—Not at present. If the kerosene or coal oil is as extensive as we have reason to believe it is in the North-west Territory, just under the Rocky Mountains, then there is no doubt we will be able to compete with the Americans, but at present we cannot.

Hon. Mr. THYNNE.—The value of the imports of kerosene at Queensland alone in 1891 was £34,582, in 1892 it was £19,000, and in 1893 it was £22,356.

Hon. Mr. FOSTER.—There is no trade for us in that.

Hon. Mr. THYNNE.—Then there are certain kinds of paper; and spirituous compounds of various qualities.

Hon. Mr. FOSTER.—Is the carriage item a large one?

Hon. Mr. THYNNE.—Carriages, and carriage materials in 1892 amounted only to about £3,500. That is the import direct to Queensland.

The PRESIDENT.—You imported carriage materials to the amount of about £53,000.

Hon. Mr. THYNNE.—Not Queensland.

The PRESIDENT.—I refer to Australia.

Hon. Mr. THYNNE.—I have a detailed statement made by our customs officer.

The PRESIDENT.—Do you know what the duty is upon carriage material in Queensland?

Hon. Mr. THYNNE.—£10 I think upon every completed vehicle. Then, there is an item of wooden-ware. Those are the principal items which we have imported. I should be glad to place this list at the disposal of the Minister.

Hon. Mr. FOSTER.—I have been very much pleased with this informal discussion. It has taken the line, chiefly, of pointing out how trade may be developed between the colonies of Australasia and Canada in raw materials which are now free, but the advantages and capabilities of which are not fairly well-known to us, reciprocally; and by opening up and widening the knowledge of the capabilities and existence of these articles, I have no doubt that an impetus will be given to the trade between the two countries in these respects. There are a number of things which have been mentioned, with regard to which I do not see why a good trade should not be done. I do not think you will be able to send very much of your butter here, except along the Pacific slope, where it will compete, to a certain extent, with butter from the eastern provinces, and perhaps a little from the United States. You ought to be able to do a very good trade under the present tariff, which we reduced very much last session, in frozen mutton, along the Pacific slope, because, hitherto, we have been entirely unable to supply them with the meat that they require, especially mutton, and they have imported it from the United States. I see no reason why you should not cut off a good deal of that trade which now comes from the United States.

Hon. Mr. FORREST.—What population is there?

Hon. Mr. FOSTER.—About 100,000, which is rapidly increasing, and there is this to be said with reference to British Columbia: one of its largest capabilities in the future is mining, and as you well know, a mining camp, of a few thousand people, is an immense consumer, and that population would be continually increasing and will draw upon all such stores. With reference to fruits, I think, under the present condition, you ought to be able to do some trade with us, owing to the dissimilarity of seasons. In the short space of 10 or 12 years I can see an immense difference in the habits of our people with reference to the consumption of fruits. Probably that is noticeable everywhere, but fruit is being consumed, I mean imported fruit, where ten years ago it was scarcely seen; and the dissimilarity of seasons will give you at least a good chance to compete in the western part of our country. With reference to fish, the British Columbia coast can send you any quantity of fresh salmon, and, certainly, you ought to get it from that coast in the best possible condition, better than you can get from any other part of the world. And with regard to all kinds of canned fish, I do not see why that is not one of the lines upon which we could make a reciprocal arrangement, because, as I understand it, your waters do not provide you with the fish you require. This would provide food for your people, and upon which any duty makes the cost greater; consequently, two things would be obtained, viz., you would give your people cheaper food, and you would add to the trade. If we can find something, as I have no doubt we could, upon which we could give you reciprocal treatment, there is a line of goods upon which I think something might be done, outside of raw material. In the matter of sugar I don't know what it will be possible to do. Raw sugar, up to number 16, is free in our country. Your competitors would be the East Indies along the Pacific coast, and Honolulu, but the great bulk of the Honolulu sugar goes into the United States under their present tariff, so that your chief competitor, in the raw sugar, I should suppose, would be the East Indies. If you have direct steamship communication, it is quite possible you might send raw sugar in for the refineries of the British Columbia coast, to supply that portion of the country.

Hon. Mr. THYNNE.—Six thousand tons a year at Vancouver of raw sugar for the refinery supplies the whole of the western part of Canada. They get that sugar in different places; but I understand it is essential to them, in the present mode of conducting business, that they should be able to communicate, by cable, with the countries they get their sugar from.

Hon. Mr. FOSTER.—Without doubt.

Hon. Mr. PLAYFORD.—They can do that now.

Hon. Mr. THYNNE.—At great expense. Then, there is the distance. If there were a slight differential arrangement, it might be quite enough to divert the whole trade.

Hon. Mr. FOSTER.—Then, there is the trade in paper, and agricultural implements. Paper, as I understand it, goes free into your colonies, and agricultural implements in some of the colonies. There are two things in which Canada ought to be given a first-rate position in your colonies, without adding to the cost of your implements at all, because Canada can make implements, and can make paper just as cheaply as any country in the world. There is an opportunity for a little differential tariff, giving to Canada a little advantage in your markets, in return for which we could pick out some of your articles and give you a preference in our markets. That, I think, opens up quite a field. And, certainly, quite a field is opened up in timber as well. There is, in your country, just simply the interest of the finisher, so to speak. Well, that is an interest which pits itself against the consumers of the nation and which builds up

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only a partial industry. It is not a complete manufacturing industry, so that with reference to that the claim of the whole mass of consumers is pretty strong towards making the protection on that as low as possible. If, in looking over that subject, you can also give us, in respect of that, a slight differential, you would be doing three things, in fact, you would not be destroying that industry, whatever it was, you would be helping the consuming classes, giving them a cheaper lumber, and putting us in a preferential position, for which we would be quite willing to give you something in return. I do not know whether you make many paints or not, or whether you consume paints largely.

Mr. LEE SMITH.—We do.

Hon. Mr. FOSTER.—Our paint business is rapidly increasing, and already our paint men are looking towards Australia in that respect. I suppose you have a duty on paints. That is another point in which a trade might be done. Also in drugs as well. In cottons, I had not particularly looked over your tariff, and I was a little surprised to know that cotton fabrics were free. Take for instance a large mill which is situated near Quebec; it runs entirely upon cotton for China and the East, and sends its cotton there, and competes with Great Britain and the United States. That shows you what can be done as far as producing cotton cheaply when the mill has a sufficient call to run entirely upon one single class.

Mr. LEE SMITH.—That is the secret in all manufacturing business.

The PRESIDENT.—Cotton is not free in all the colonies.

Hon. Mr. FOSTER.—But evidently, they have only a little revenue duty, it is not for the purpose of building up an industry; and there is another chance in which a very slight differential would call upon our cotton producers to supply the markets and make them no dearer. With regard to binding twine, I am afraid we cannot offer much to New Zealand under present conditions. We have reduced that duty to 12½ per cent on invoice prices. It is really a very small duty. If you have much of an advantage in raising the raw material and working it up, you ought to have a fair chance for our western prairie market. Then, with reference to wool, I do not want to go farther than the Government would be willing to carry me out, but I do not think there would be much difficulty in giving New Zealand a chance, if there is anything she can give us a compensating chance for in her market. You must take things now as being in *statu quo*. We are commencing to make a bargain, and this wool business, I think, could be arranged so that you could get a differential on that, and I do not know how far it might go; it might go clear to the line of freeing it, in return for a corresponding advantage that you might give us upon something we send to you.

Mr. LEE SMITH.—The other colonies have free entry for wool, although they tax agricultural implements.

Hon. Mr. FOSTER.—That is a little advantage we have over you, in making the bargain, which we have not over them. I do not know of anything else that I can mention. Of course we can give you all the timber you can take and of the very best quality. There is one thing I hope to see at once arranged in Victoria, and that is the discrimination against the British Columbia timber as compared with Oregon timber, which is, of course, unfair, but it may be a *quid pro quo* would be required, and, if so, we would take that into consideration as well, but with reference to timber, we lie right along the Pacific coast, and British Columbia is the greatest timber producing country



of the world, timber of the very best quality, and I do not see why there should not be a very large trade between the two countries. In a great mining country like the Cape it seems to me, as Sir Henry de Villiers has said, that we might pick up a pretty good trade in timber with our Cape Colony sisters. I have been very much pleased at the turn of this informal discussion, very much pleased indeed, and we have settled, so far as we can, the laying down of general principles upon which we may proceed, and our desires are at one in this respect. I do not think there is a discordant note. I see no reason why during the next year or so, when our powers are all well defined for us, and given to us, as we hope they will be, and we come to compare notes, we should not add a very great deal to the trade between these two great sections of the Empire.

Hon. Mr. SUTTON.—Before this informal meeting comes to an end I should be glad if you would furnish us with any reports you have upon the different articles and materials brought from Australia by you for the purpose of having them reported upon here. You said the other day you had reports in regard to tobacco and wine. I understand these reports are not favourable, still I think they would be valuable to us.

The PRESIDENT.—The test was with reference to the Victoria wine. I have never taken it out of the cases, except a sample for the official analyst, and he has made his report. I did not take it out of the cellar for the reason that the gentleman, who sent it to me, told me I had better let it remain in the cellar for six months. I do not look upon this report as being unfavourable, other than so far as it affects what might be considered the natural juice of the grape.

Hon. Mr. FITZGERALD.—And the purity of the wine.

The PRESIDENT.—You will see he comes to the conclusion that they are all fortified, which may be the result of allowing the spirit to remain in the wine after fermentation, or it may have been by adding the spirit afterwards in order to keep it. He does not know which. He tested two of the samples and pronounced them nearly pure. I shall be glad to furnish any of you with copies of this report. The report upon the tobacco was as unfavourable as it possibly could be. The tobacco obtained was placed on board at Sydney. I had it tested in Vancouver by a tobacco manufacturer, I had it tested by Mr. Turcotte, one of the largest tobacco manufacturers we have in Canada, and by Mr. Davis, a cigar manufacturer in Montreal, and also by Mr. Macdonald of that city, and they also pronounced it unfit for use in this country. I have very little to add to what has been already said by my colleague, with reference to this trade question. Trade is developing, and that, too, rapidly, even more rapidly than could have possibly been anticipated. If we bear in mind that we have had no connection whatever with the Australian colonies until last year, except by occasional sailing vessels, which used to take lumber and timber to Australia, we can easily see that we could not, by any possibility, have any extensive trade with that country. Articles that you have produced and exported have been purchased by us, no doubt, very largely, but they have been purchased, as indicated a few minutes ago by Mr. Fitzgerald and Sir Henry Wrixon, either in London or in the United States. The same remarks will apply to the Cape. We have sent some lumber to the Cape. I am very sanguine that if we had a direct line between Canada and the Cape we could build up a large trade. When you look at the map, from Halifax to the Cape, you will find it a less distance than from Vancouver to Sydney. We have established a direct line between Sydney and Vancouver, and I hope the day is not far distant when by some re-arrange-

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ment, I scarcely dare suggest anything like an increase of expenditure while my friend is on my right, who is anticipating a deficit, but I think the subsidies which we are now paying to certain lines of steamers, and which are giving no adequate return for the expenditure, can, by a re-arrangement, with the expenditure of a few dollar more, enable us to assist in establishing a direct line from the Cape of Good Hope to Halifax and St. John.

Hon. Mr. FOSTER.—Reciprocity.

THE PRESIDENT.—Yes. I would like Sir Henry de Villiers, and his colleagues, to consider whether their colony would not be prepared to assist Canada in establishing a direct line, whether by steamers or any other class of conveyance, I am not at the present moment prepared to say; but if you look at the different islands, which, by a little diversion of the route, they could touch, and to reach which we now subsidize certain lines running from the Maritime Provinces, I believe we could have a monthly line of steamers, or a conveyance of some kind, that would prove profitable, and that would build up a trade that does not now exist. As Sir Henry de Villiers said a few moments ago, they are not a manufacturing country. It is a question for us both to consider whether or not we could not furnish them with certain goods that we manufacture here, sending them as direct from Halifax as they can from England. If we can, they will buy from us. We have now established a line from our western shores to Australia, and I hope ere long, with the aid of the Cape of Good Hope, to see a direct line from the Eastern shores of Canada to that colony. We have to begin. It is all very well to say, and I say it with all due respect for those who hold different opinions, that because we have had no trade in the past, therefore it is folly to try and build up a trade now. Why, over 40 years ago, Upper and Lower Canada, before we were confederated, gave £100,000, Halifax currency (\$4 to the pound) to aid in the establishment of a direct line of mail communication between Canada and England, that is, the Allan line. Many of these steamers have gone into disuse, almost, except for freight, and the result has been that all our mails are now going via New York. The other day I received a letter from an adopted daughter in London, and on the corner of the envelope was written, "via New York." We are sufficiently proud of our country, and we have strong enough national feeling to believe that communications, even of that kind, should go through our own territory, and not through a foreign one. You will excuse me, if I say, perhaps this is the last opportunity I may have of addressing to you, that I have been very forcibly impressed with, shall I say, a want of unanimity on the part of our Australian friends? I am only repeating now what I said a dozen times when in your colonies. I find that in New South Wales when anything was proposed which might, for the moment, militate against their interests, they would say, "Oh, our colony is not interested in that." I found Queensland and Victoria just the same. Each one having its own individual interests to look after.

Hon. Mr. FRASER.—Victoria has gone in.

THE PRESIDENT.—The New Zealand delegate has taken a wider, and more comprehensive, or imperial and national view, which has pleased me, although I have not the slightest sympathy with his free trade notions. Suppose that we, in Canada, allowed similar feelings to interfere when it is proposed to give a subsidy for the development of trade from any particular part of Canada; we should never develop our trade. Why, when we proposed to give £25,000 sterling for the establishment of direct communication between British Columbia and the Australasian colonies, we did not have

our friends from Pictou, and our friends from Halifax and St. John saying, "Of what good is that to us, that is 3,000 miles to the west of us?" That would be the question, if we were separated, as you are. The same remark would be made with reference to Ontario. Ontario is the great taxpaying portion of this community, speaking as a province, as compared with the rest. The same with Quebec. But the people of Canada, since Confederation, have come to this conclusion, that whatever tends to the development of our country as a Dominion, whether it affects them directly and individually or not, they are prepared to give their mite to assist. Hence, we do not find British Columbia raising any objection to our subsidizing a line to tap the trade and the business of the West India colonies, or any of that section of the country. Halifax, St. John, New Brunswick, Quebec, and Ontario, never said a single word, but when the Finance Minister proposed that £25,000 should be given for the establishment of the Australian line, Quebec said Amen; and that is just what you ought to do. We, in Ontario, we in Quebec, and even as far as the Maritime Provinces, expect to benefit by that, and in this way: We sent no less than 8,000 machines, and parts of machines from Ontario last year into the Australian colonies, New Zealand and Tasmania. Three or four years ago we sent about 8 machines. That shows how a trade can be developed. The Canadian Pacific Railway have acted very generously. They have treated the Massey-Harris Company, who have exported largely, well. They have said, "we will do the very best we can for you"; and the very steamer in which I sailed across the ocean waited some twelve hours for 8 car-loads of machinery, in order to get it into your country before the harvest began. Had that line not been established Mr. Massey would have had to place them on board a vessel, either in New York, Boston, or Portland, and he would have had to send them six months ahead, or not have got them into your market. I give you that as one illustration. Then, as my friend Mr. Foster has said, there is the paint industry. The paint manufacturers of Montreal told me, a short time ago, that they were then preparing to export largely to your country in the way of paint. That is just the beginning. I am very sanguine myself, some people say it is my hobby, however, it is well for every person to have a hobby, and if they stick to it they are apt to succeed, if they live long enough, and I am quite positive that the time is not far distant when my hopes will be realized. We must not expect trade to grow in a moment, but give it 8 or 10 years of a trial, and, with liberal aid to begin with, the result will be precisely as it has been. The Hon. Mr. Thynne has illustrated with reference to the subsidizing of mail routes. Hon. Mr. Thynne has shown by statistics and figures that they commenced with a subsidy of £60,000, and by the development of the trade which follows the mails, last year it was reduced to £19,000. Our friend from New Zealand gave us a somewhat similar illustration. So it is with trade. My desire as a British subject is to see the colonies trade among themselves, and with the mother country if she will let us, and if she will not allow us to give her any advantages over other countries, all I can say is, as an Englishman born, I pity her. But if she is determined not to do that, and thinks it is to her interest not to do it, all we have to say is, let her release us from the bondage under which we labour, and let us trade among ourselves. We are large enough, we are old enough, we are rich enough, and we are industrious enough to provide each other with that which we require, not only for sustenance but for living in every way. I do not hesitate to say, if I wanted to buy anything I would rather buy it from my friend than from my enemy. With reference to fruit I will say one word. As an illustration of what may be done, and it applies as much to the people of the Cape as it does to Australia, let me tell you this:

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I procured some oranges at Sydney which had been brought some thirty or forty miles. They laid in my room for about a week ; I had them packed up and sent to my son in Vancouver. He told me that the parties on board the steamer forgot to give them to him immediately on arrival, but they were given to him before the steamer sailed, yet there were only one or two spoiled out of the whole box ; and, mind you, they had been trundelled in a wagon for 30 or 40 miles before they reached me in Sydney ; they had been tossed down in a bag in my room, and remained there about a week before being shipped. Yet our friends in Canada pronounced them delicious. When at Fiji we had a large quantity of fruit put on board. It was in December when we reached the mountains with the thermometer 20 to 30 below zero. I brought two cases of pineapples from Fiji. I distributed them in Winnipeg, in Toronto, in Belleville where I live, in Montreal, and I sent some of them to the Governor and to the Ministers. They were universally pronounced by every one who tasted them as the most delicious they had ever eaten. I wanted to prove that by a little care, and by a little attention even these delicate fruits can be brought from the antipodes, and circulated in this part of the world, even when the thermometer is 20 or 30 degrees below zero ; and when you reflect that they are of a better quality than you can get from the West Indies or Florida, you can easily understand the price they would bring at that season of the year. The same applies to bananas. We are singularly situated in this country. New South Wales has its orange groves, and they are as fine as any I ever saw in Southern California, with a better quality of fruit, and there is no reason why they should not, particularly if we had a little differential duty, take the place of the Southern California oranges, and supply the whole of our North-west territories, which, ere long, will be inhabited by millions of people. You have there to compete with the Florida and California fruits. A slight differential duty of say 10 per cent would turn the whole trade into your country. The same, to a great extent may be said of Cape fruit when sent to the Maritime Provinces, because there it would have to compete, to a certain extent, with Jamaica and the West Indies, and other fruit growing countries. But in sending fruit to Canada, you have to do what one gentleman said a few moments ago, your fruit-grower must not fancy that we in Canada do not know what good fruit is, and when they send the rubbish, as our friend says, was done from Tasmania, you must not expect to get anything for it. As to apples, I do not suppose there is a country that can produce better apples than we do. There are scores of things in which we could trade profitably with each other, if we establish a means of communication by which we can reach each other cheaply and rapidly.

### VOTES OF THANKS.

Hon. Mr. FOSTER.—Lord Jersey has been sent here by the Home Government to be present at our deliberations, and, I am sure, to the great pleasure and great profit of the members composing the conference. In very few words I would like to say how deeply we have felt the kindly and gracious way in which he has mingled with us and taken part in our discussions, and we recognize the great assistance he has given us. I wish to move that this conference tender a vote of thanks to Lord Jersey for his kindness in attending here with us.

Hon. Mr. SUTTON.—Mr. President :—My fellow delegates will not think it presumptuous on my part in rising to second this resolution. We have already said how delighted we from Australia were to know that England was to be represented by the Earl of Jersey. It would have been impossible for the Imperial Government to

have nominated any one whose appointment would have met with more general approval in the Australian Colonies than did that of the Earl of Jersey. I have very much pleasure in seconding your resolution, and I am sure every one of us wishes that Lord Jersey may be long spared to serve his country, in the future as he has so faithfully done in the past.

The PRESIDENT.—Lord Jersey has endeared himself to the whole of us. I was assured when I was in Australia that he had won the hearts of the people there. When I mentioned to His Excellency the Governor General, that Lord Jersey would represent the Imperial Government, he said to me, “You will find him a gentleman with whom you can not only negotiate, but with whom you can interchange your opinions freely; he has a practical knowledge of the wants of the colonies,” and, in a word, he looked upon the selection as one of the best that could be made. I am only too pleased to say that that prediction has been fully verified.

Motion carried unanimously.

Lord JERSEY.—Mr. President and gentlemen:—The very kind allusion, which has been tendered in such flattering terms, makes me most grateful to every one of you. It is impossible for me to express the pleasure it has given me to be present at this Conference. This is not the time for me to review our work, but you may feel assured that when the time comes it will not be reviewed in a less friendly manner because of the way in which I have been received. We have all worked heartily together. Every delegate has expressed his views. Though I have not been privileged to express any definite views of my own, to that extent I had my hands somewhat tied, yet I believe good will result from our deliberations. I can assure you that to me, personally, it is very gratifying to find, although I have left Australia, that my friends have not deserted me, and I can only say, both to my Canadian friends and my Australian friends, that I shall never desert them. There is a certain amount of sadness when resolutions of this nature are being passed. We are all sorry, in one sense, to finish what has been a very pleasant, and I trust, a very useful occupation. I feel, gentlemen, that our work would not have been carried on so pleasantly, if it had not been for the genial courtesy with which our president, the Hon. Mackenzie Bowell, has treated us. If the hand of the clock had not been advancing so rapidly, I should like to have dwelt at greater length upon the manner in which you, sir, have presided over our meetings. I can assure you, that I express the opinion of every representative at this table, when I say that we are deeply grateful for the manner in which you have performed your task. This Ottawa conference will undoubtedly stand forth, not only in the history of Canada, and the history of Australia, but it will stand forth in the history of the Empire, as the first great step drawing together in friendly feeling, every portion of that Empire. And, Mr. Mackenzie Bowell, it will be your pride to think that you have presided over such a conference. If our work results as we hope it will, you may well feel that you have not worked for the public in vain, but that you have worked for Canada, and for the Empire; and, there is no prouder boast, which any public man can have, than to say he has been instrumental, to a great extent, by his own individual energy and efforts, in carrying out an object which so many millions have at heart. Therefore, I will ask the gentlemen present to accord to you a most hearty vote of thanks. And, before I put that vote, I may be allowed to express, what I believe is also the feeling of each one here, the pleasure we have had in having the assistance of the Hon. Mr. Foster. The Hon. Mr. Foster has, in the clearest and

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most definite manner laid down his views, and the facts he has brought before us have assisted this conference in the most material manner. We who will shortly be going across great oceans, will carry with us the firm conviction that Canada possesses statesmen of the highest character and ability, and we trust the example which they are setting, at the present day, will be continued for generations to follow. With these few inadequate words, I will propose that we give our most hearty thanks to the Hon. Mr. Mackenzie Bowell, for the able manner in which he has presided at our conference.

Sir HENRY DE VILLIERS.—Any words of mine would but lessen the effect of the eloquent language which we have heard. I shall therefore content myself with simply seconding the resolution.

Sir HENRY WRIXON.—I should not have risen, were it not that I want to advert to one point which, I think, if possible, has enhanced the respect which we Australians feel for our honoured president. We all recognize his impartiality, and the marked ability with which he has presided over us. In his parting address he directed to us, Australians, some few words of wisdom, when he adverted to the disunion, which, as he observed, more or less marked the communities that exist in the Continent of Australasia. His frankness in doing so does not diminish, in the least, the respect which we feel for his character; it rather impresses us more with a feeling of his honesty and truthfulness, for it is not to be denied that we in Australia do labour under that disadvantage, and if a tinge of sadness could at all mingle with our thoughts, it is to notice your great union over the whole of this vast Dominion of Canada, which union we in Australia have not yet attained; however, it must be remembered that we are working towards it, and in time, no doubt, we will accomplish it. If anything can assist us in accomplishing it, it is the example which we see here, and that example is not a little identified with the long and historical career of the chairman himself. Therefore, as statesman and chairman of our conference, I think we all heartily join in the tribute which is proposed to him.

Lord JERSEY.—It is carried unanimously.

THE PRESIDENT.—I need scarcely say that I feel extremely gratified by the manner in which you have adverted to my humble efforts to bring about a meeting of our brother colonists from the different parts of the British Empire. If I had done no other act in my life than this, I would be amply rewarded by the success which has so far attended our efforts. I have been but a humble instrument in bringing together the members of this conference. I have been aided and assisted by my colleagues, by the Premier, and others, and by none more than by my friend the Finance Minister, who takes a deep interest in all trade matters. If the result of this conference is that which I fondly anticipate it may be, I shall be amply repaid for anything I have done, in bringing together representatives from different portions of the Empire, the success and glory of which I have so much at heart. I can assure my friend, Sir Henry Wrixon, that the remarks I made were not intended to cast any censure upon those who may have differed upon questions which came before this conference; my remarks were more for the purpose of pointing out the absolute necessity of a great continent like Australasia joining together and speaking, when they go to a future conference, as Mr. Foster and myself speak when we are here, for the whole Dominion from the Atlantic to the Pacific. I came to this conclusion from my hurried visit, and a somewhat busy one, to your colony, that you have nothing to prevent a union between all the colonies and the mainland, that you have none of those difficulties to surmount

and overcome which presented themselves to the Canadian statesmen when they undertook the great task of uniting the distant and separate Provinces of Canada. You will bear in mind that the Maritime Provinces were separated by an ice band for six months in the year, which practically prevented the possibility of reaching the central portion of Canada, except through the United States. You then had between Canada and the Great North-west Territories, which were not then in the Dominion, another almost impenetrable barrier of rocks, wood and ice. Then, you had the Rocky Mountains to overcome before reaching the Pacific coast. In addition to that, we had that which is equally difficult to overcome, race difficulties and religious difficulties. The great men of the day, Sir John Macdonald, Sir George E. Cartier, the late Hon. George Brown, and the Hon. Alex. Mackenzie, the two latter being the leaders of the Liberal party, undertook to forget their differences, from provincial stand-points, laid down the hatchet, met as brethren, and came to the conclusion to make one grand Dominion. You have an evidence here to-day that they succeeded. My remarks were intended more, if I may say so, as a father to his son, as advice, or perhaps it would be more correct to say, advice from one brother to another. I make this little explanation, because I think my friends in Australia gave me credit for talking very plainly when in their country. The last shot I got from one of the Sydney papers was that it was somewhat strange a gentleman should have come 10,000 miles to teach them what they should do, but it added this proviso, "what he stated was correct." I was quite gratified to know, that though it might be considered a piece of presumption for a stranger to suggest, much less dictate, that the leading paper of New South Wales added the addenda, that the advice I gave them was quite correct, and that they ought to follow it. I thank you again, and in closing this conference I can only hope and wish you may all return in safety to your homes and to your families, none the worse for your visit to Canada; that the blessings of the Almighty may follow you in after-life, and that great benefits will come from your visit to these, which have been sometimes called the frozen regions of Her Majesty's Empire.

Hon. Mr. THYNNE, seconded by Mr. Lee Smith, moved that a vote of thanks be tendered to Douglas Stewart and J. Lambert Payne, the secretaries of the conference, for the efficient service they had rendered during the proceedings.

The president put the motion to conference, and it was carried unanimously.

The conference closed at 6.15 p. m.

# Colonial Conference.

## APPENDIX "A"

### CANADA.

*(Order in Council suggesting the Conference.)*

On a report dated 5th of February, 1894, from the Minister of Trade and Commerce, submitting the following recommendation relating to trade and cable communication between Canada and Australia.

1. In order to cultivate and increase trade relations between Canada and Australia, an Act was passed (Act 52 Vic., chap. 2, 1889) intituled "An Act relating to Ocean Steamship Subsidies," authorizing the granting of a subsidy of, not exceeding, the sum of £25,000 sterling per annum, to assist in establishing an effective fortnightly steamship service between British Columbia and the Australian Colonies and New Zealand.

2. Chapter 2, 52 Victoria, was amended by Act 56 Victoria, chapter 5 (1893), so far as to authorize the granting of a subsidy of, not exceeding, the sum of £25,000 sterling per annum to assist in establishing an effective monthly or more frequent steamship service between British Columbia and the Australian Colonies and New Zealand.

3. Under this authority a contract was entered into between the Minister of Trade and Commerce on behalf of Her Majesty, and James Huddart, of the city of London, in England, bearing date the 1st day of May, 1893, providing for a monthly or more frequent service between Vancouver, B.C., and Sydney, N.S.W., under the terms of which steamships of the capacity agreed upon were placed on the route, the first one sailing from Sydney the 18th May, 1893.

4. On the 7th September, 1893, an Order in Council was passed authorizing the Minister of Trade and Commerce to proceed to Australia and confer with the several governments, with a view to promote an extension of trade between Australasia and Canada, and also to confer with the said governments on the subject of a telegraphic cable to connect Canada with Australia and New Zealand.

5. The Minister of Trade and Commerce on the 7th September, 1893, proceeded to Australia, and had conference and communication with the governments of the several colonies on the subjects referred to in the said Order in Council of the 7th September, 1893, at which it was suggested, and a decision was arrived at between the Minister of Trade and Commerce and the Premiers of New South Wales, Queensland, Victoria, and South Australia, that it was important that a conference should be held at as early a date as would be most convenient, in the city of Ottawa, Canada, for the purpose of discussing the arrangements which might be considered the most desirable for the purpose of carrying out the objects in view.

The Minister recommends that the governments of New South Wales, Queensland, Victoria, South Australia, Tasmania, New Zealand and Fiji be respectfully requested to appoint and send one or more delegates to meet at Ottawa, on Thursday, the 21st day of June, 1894, for the purpose of considering the trade relations existing between Canada and their respective countries, and the best means of extending the same, and of securing the construction of a direct telegraphic cable between those colonies and the Dominion of Canada.

The Minister further recommends that the Government of the Cape of Good Hope be invited to take part in the deliberations of the conference herein referred to.

7. The Minister also recommends that the British Government be requested to take part in their conference, by sending a delegate, or by such other means as may be considered advisable, inasmuch as the object in view is of an imperial as well as of a colonial character.



The Committee, concurring in the above recommendation, advise that your Excellency be moved to transmit a certified copy of this minute to Her Majesty's Principal Secretary of State for the Colonies.

The Committee further advise that your Excellency be also moved to transmit certified copies to the governors of the various colonies herein referred to, and to the Governor of the Cape of Good Hope.

All of which is respectfully submitted for your Excellency's approval.

(Sgd.)

JOHN J MCGEE,

*Clerk of the Privy Council.*

### GREAT BRITAIN.

*(The Marquess of Ripon to the Earl of Aberdeen.)*

DOWNING STREET, 6th June, 1894.

MY LORD,—I have the honour to acknowledge the receipt of your despatch No. 32, of the 8th of February last, inclosing copy of one which you had addressed to each of the governors of the Australian colonies and to the Governor of the Cape of Good Hope, inviting the appointment of delegates to represent the several colonies at a conference to be held at Ottawa, on the 21st June next, for the purpose of discussing the question of trade relations and telegraphic communication between Canada and the Australasian colonies.

Her Majesty's Government look forward with much interest to the meeting of the proposed conference and, as a practical indication of their sympathy with the colonies interested and in response to the invitation of the Canadian Privy Council, I have had the pleasure to acquaint you by telegraph on the 28th ult. that the Imperial Government will be represented by the Earl of Jersey, G.C.M.G.

Lord Jersey's duties will be to hear and report what passes, and to give information to the conference on matters of fact; but it will not be in his power to bind Her Majesty's Government, or to express views on their behalf, as they must reserve any expression of opinion on the subjects discussed at the conference until they have before them the report of the proceedings and the resolutions which may be arrived at. Lord Jersey has asked that the services of Mr. W. H. Mercer of my department, who is specially conversant with the correspondence bearing on such questions as those which will be discussed at the conference, may be placed at his disposal; and I beg to recommend Mr. Mercer to your good offices and acquaintance.

I have, &c.,

(Sd.) RIPON.

The Earl of Aberdeen,  
&c., &c., &c.

### CANADA.

*(CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council, on the 16th June, 1894.)*

On a report dated 13th June, 1894, from the Right Honourable Sir John Thomson, the Prime Minister, calling attention to the fact that delegates from the Australasian and several other colonies of the Empire are about to assemble at Ottawa, to consult on various questions concerning the commercial relations of the colonies and the means to be adopted for increasing their trade, and for establishing telegraphic and steam communication between them, and on other matters touching on the welfare of the colonies, and submitting that the time has come when your Excellency may properly designate the persons who should represent the Government of Canada at the said conference.

## Colonial Conference.

The Minister therefore recommends that the Honourable Mackenzie Bowell, Minister of Trade and Commerce, the Honourable Sir Adolphe P. Caron, K.C.M.G., Postmaster General, and the Honourable George Eulas Foster, Minister of Finance, be appointed to represent the Government of Canada at the said conference.

The Minister also recommends—considering that the laying of an electric cable for communication between Australasia and Canada will probably be one of the subjects considered at the conference, and considering the interest taken in that undertaking by Sandford Fleming, C.M.G.,—that Mr. Fleming be associated with the Canadian representatives at the conference on all matters relating to telegraphic communication.

The Committee submit the above recommendations for Your Excellency's approval.

(Sgd.)

JOHN J. MCGEE,

*Clerk of the Privy Council.*

## NEW SOUTH WALES.

By His Excellency the Right Honourable Sir ROBERT WILLIAM DUFF, a member of Her Majesty's most Honourable Privy Council, a Knight Grand Cross of the most distinguished Order of St. Michael and St. George, Governor and Commander-in-chief of the Colony of New South Wales and its dependencies.

To the Honourable FRANCIS BATHURST SUTTOR, Esquire, Minister of Public Instruction of the Colony of New South Wales.

### GREETING :

Whereas it has been determined to hold a conference in the city of Ottawa, in the Dominion of Canada, during the month of June of the present year, at which representatives of the governments of the Australasian colonies have been invited to attend, to consider questions in regard to the establishment of direct cable communication between Great Britain and Ireland, Canada and Australasia, and other subjects of common interest, with a view to mutual agreement on such questions, to the common advantage of those countries :

Now therefore, I, Sir Robert William Duff, the governor aforesaid, do, with the advice of the Executive Council of the said Colony of New South Wales, hereby appoint you, the said Francis Bathurst Sutor, Esquire, to represent and act in behalf of the government of the said Colony of New South Wales, in and at the said conference, and you are hereby authorized to confer and deliberate with the other representatives thereat assembling, and to report from time to time, should occasion arise to seek fresh instructions, and finally to report fully the proceedings of such conference.

(Sgd.)

R. W. DUFF.

(Seal.)

Given under my hand and seal of the Colony of New South Wales, at Government House, this eighteenth day of May, in the year of our Lord one thousand eight hundred and ninety-four, and in the fifty-seventh year of Her Majesty's reign.

By His Excellency's command,

(Sgd.)

GEORGE R. DIBBS.

[*Seal.*]

## TASMANIA.

By His Excellency the Right Honourable JENICO WILLIAM JOSEPH, VISCOUNT GORMANSTON, Knight Commander of the most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in and over the Colony of Tasmania and its dependencies.

To the Honourable NICHOLAS FITZGERALD, Member of the Legislative Council of the Colony of Victoria.

## GREETING :

Whereas a conference is shortly to be held at Ottawa, in the Dominion of Canada, for the purpose of discussing various questions of trade relations between the said Dominion of Canada and the Australasian Colonies and direct cable communication by the Pacific,

AND WHEREAS it is expedient that the Colony of Tasmania shall be represented at the said conference, now therefore I, the Right Honourable Jenico William Joseph, Viscount Gormanston, Knight Commander of the most Distinguished Order of Saint Michael and St. George, Governor and Commander-in-Chief, as aforesaid, having full confidence in the fidelity, ability and discretion of you the said Honourable Nicholas Fitzgerald, do by these presents appoint you to attend the said conference and to take part in all the proceedings thereat, for and in behalf of the Colony of Tasmania; and in case you the said Honourable Nicholas Fitzgerald shall be unable, from any cause, in your own proper person to attend at the said conference, then I, the said Right Honourable Jenico William Joseph, Viscount Gormanston do hereby authorize and empower you to appoint some fit and proper person as, and to be, your deputy for the purposes aforesaid, and for so doing this shall be your sufficient warrant.

Given under my hand at Hobart, in Tasmania aforesaid, and the seal of the Colony of Tasmania, this ninth day of May, one thousand eight hundred, and ninety-four.

(Sgd.) GORMANSTON, *Governor.*

By His Excellency's Command.

(Sgd.) E. BRADDON, *Premier.*

## CAPE OF GOOD HOPE

[*Seal.*]

(Commission.)

W. G. CAMERON, General, Officer Administering the Government.

By His Excellency General Sir WILLIAM GORDON CAMERON, Knight Commander of the most Honourable Order of the Bath, senior officer in command of Her Majesty's Troops in the Colony of the Cape of Good Hope, in South Africa, administering the government of the said colony, and the territories and dependencies thereof, and acting as Her Majesty's High Commissioner for South Africa, &c., &c.

To the Honourable Sir John Henry de Villiers, Knight Commander of the most Distinguished Order of St. Michael and St. George, Chief Justice of the Colony of the Cape of Good Hope.

## GREETING :

Whereas the Government of the Dominion of Canada has invited me to appoint delegates to represent this colony at a conference to be held at Ottawa, to consider the trade relations existing between Canada and certain British colonies, and the best means of extending the same, and of securing the construction of a direct telegraphic cable between such colonies and the Dominion of Canada;

And whereas, I deem it expedient that for such purpose delegates should be appointed;

## Colonial Conference.

Now, therefore, I, the officer administering the government aforesaid, have nominated and appointed, and do by these presents nominate and appoint you, the said Sir John Henry de Villiers, to be, in conjunction with Sir Charles Mills, K.C.M.G., C.B. Agent General for the colony, a delegate to represent this colony at the said conference

Given under my hand and the public seal of the Colony of the Cape of Good Hope at Cape Town, this 16th day of May, in the year of Our Lord one thousand eight hundred and ninety-four.

By command of His Excellency the officer administering the Government in Council.

(Sgd.)

C. J. RHODES.

[Seal.]

(Commission.)

W. G. CAMERON, General, Officer Administering the Government.

By His Excellency General Sir WILLIAM GORDON CAMERON, Knight Commander of the most Honourable Order of the Bath, senior officer in command of Her Majesty's troops in the Colony of the Cape of Good Hope, in South Africa, administering the government of the said colony, and the territories and dependencies thereof, and acting as Her Majesty's High Commissioner for South Africa, &c., &c.

To Sir Charles Mills, Knight Commander of the most Distinguished Order of Saint Michael and Saint George, Companion of the most Honourable Order of the Bath, Agent General for the colony of the Cape of Good Hope.

GREETING :

Whereas the Government of the Dominion of Canada has invited me to appoint delegates to represent this colony at a conference to be held at Ottawa, to consider the trade relations existing between Canada and certain British colonies, and the best means of extending the same, and of securing the construction of a direct telegraphic cable between such colonies and the Dominion of Canada ;

And whereas, I deem it expedient that for such purpose delegates should be appointed ;

Now, therefore, I, the officer administering the government aforesaid, have nominated and appointed and do by these presents nominate and appoint you the said Sir Charles Mills, to be, in conjunction with Sir John Henry de Villiers, K.C.M.G., Chief Justice of the colony, a delegate to represent this colony at the said conference.

Given under my hand and the public seal of the Colony of the Cape of Good Hope, at Cape Town, this 16th day of May, in the year of our Lord one thousand eight hundred and ninety-four.

By command of His Excellency the officer administering the Government in Council.

(Sgd.)

C. J. RHODES.

[Seal.]

(Commission.)

W. G. CAMERON, General, Officer Administering the Government.

By His Excellency General Sir WILLIAM GORDON CAMERON, Knight Commander of the most Honourable Order of the Bath, senior officer in command of Her Majesty's troops in the Colony of the Cape of Good Hope in South Africa, administering the government of the said colony, and the territories and dependencies thereof, and acting as Her Majesty's High Commissioner for South Africa, &c., &c., &c.

To the Honourable JAN HENDRIK HOFMEYER, a member of the House of Assembly of the Colony of the Cape of Good Hope.

GREETING :

Whereas I did by commissions bearing date the 16th day of May, 1894, appoint the Honourable Sir John Henry de Villiers, K. C. M. G., Chief Justice of the colony,

and Sir Charles Mills, K. C. M. G., C. B., agent general for the colony in London, to be delegates to represent this colony at a conference to be held at Ottawa to consider the trade relations existing between Canada and certain British colonies, and the best means of extending the same, and of securing the construction of a direct telegraphic cable between such colonies and the Dominion of Canada :

And, whereas I deem it expedient that an additional delegate should be appointed ; Now, therefore, I, the officer administering the government aforesaid, have nominated and appointed, and do by these presents nominate and appoint you, the said Jan Hendrik Hofmeyer, to be, in conjunction with the said Sir John Henry de Villiers and the said Sir Charles Mills, a delegate to represent this colony at the said conference.

Given under my hand and the public seal of the Colony of the Cape of Good Hope, at Cape Town, this 21st day of May, in the year of our Lord one thousand eight hundred and ninety-four.

By commend of His Excellency the officer administering the Government in Council.  
(Sgd.) C. J. RHODES.

#### SOUTH AUSTRALIA.

(Sgd.) S. J. WAY.

[Seal.]

His Excellency the Honourable SAMUEL JAMES WAY, Her Majesty's Lieutenant Governor of the province of South Australia and the dependencies thereof, &c., &c., &c.  
To the Honourable THOMAS PLAYFORD :

#### GREETING :

Know ye that I, relying on your integrity and ability, have constituted and appointed, and by these presents do constitute and appoint you, the said Thomas Playford, to represent the province of South Australia at a conference of Canadian and other representatives to be held at Ottawa, in the Dominion of Canada, in or about the month of June, 1894, for the purpose of considering matters relating to trade relationships, mail communication, telegraphic connection, and other questions of Canadian and Australian concern.

Given under my hand and the public seal of the said province, at Adelaide, this twenty-fourth day of April, in the year of our Lord one thousand eight hundred and ninety-four.

By command,  
(Sgd.) J. H. GORDON,  
*Chief Secretary.*

Recorded in the Register of Commissions,  
Letters patent, vol., 6.  
L. H. SHOLL, *Under Secretary.*

#### NEW ZEALAND.

Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland,  
Defender of the Faith.

To all to whom these presents shall come, and to our trusty and well beloved Alfred Lee Smith, Esquire, of Dunedin, New Zealand.

#### GREETING :

Whereas a conference of delegates of the Australasian colonies has been invited by Her Majesty's Canadian Government to meet in the city of Ottawa, Canada, on Thursday the twenty-first day of June, one thousand eight hundred and ninety-four, for the purpose of considering the trade relations existing between Canada and the Australasian colonies and the best means of extending the same, and of securing the construction of a direct telegraphic cable between those colonies and the Dominion of Canada :

## Colonial Conference.

Now know ye that, we, reposing a special trust and confidence in your knowledge, integrity and ability, do by these presents authorize and appoint you the said Alfred Lee Smith, to be the representative of our Colony of New Zealand at the aforesaid conference.

In testimony whereof we have caused these our letters to be made patent, and the seal of our said Colony of New Zealand to be hereunto affixed.

[*Seal.*]

GLASGOW.

Witness our right trusty and well-beloved cousin David, Earl of Glasgow, Knight Grand Cross of our most Distinguished Order of St. Michael and St. George; Governor and Commander-in-chief in and over our Colony of New Zealand and its dependencies, the Vice-Admiral of the same; and issued under the seal of the said colony, at Wellington, this twenty-third day of April in the year of our Lord one thousand eight hundred and ninety-four, and in the fifty-seventh year of our reign.

By His Excellency's command,

(Sgd.) R. J. SEDDON, *Premier.*

## VICTORIA.

By His Excellency the Right Honourable JOHN ADRIAN LOUIS, Earl of Hopetoun, Viscount Aithrie, and Baron Hope, in the Peerage of Scotland; Baron Hopetoun of Hopetoun and Baron Niddry of Niddry Castle, in the Peerage of the United Kingdom; Knight Grand Cross of the most Distinguished Order of Saint Michael and Saint George; Governor and Commander-in-chief in and over the Colony of Victoria and its dependencies, &c., &c., &c.

To the Honorable Sir Henry John Wrixon, K.C.M.G., Q.C., M.P., of Melbourne, in the Colony of Victoria.

### GREETING :

Whereas it has been determined to hold a conference at Ottawa, Canada, on Thursday the 21st June, proximo, for the purpose of considering the trade relations existing between Canada and the respective countries represented, and the best means of extending those relations, and of securing the construction of a direct telegraphic cable between Australasia and the Dominion of Canada.

Now, therefore, I, John Adrian Louis Earl of Hopetoun, the Governor aforesaid, do, with the advice of the Executive Council, hereby appoint you the said Sir Henry John Wrixon to be delegate, to represent and act on behalf of the Government of Victoria in and at the said conference.

(Sgd.) HOPETOUN.

Given under my hand and the seal of the colony, at Melbourne, in the said colony, this twenty-third day of April, in the year of our Lord one thousand eight hundred and ninety-four, and in the fifty-seventh year of Her Majesty's reign.

[*Seal.*]

By His Excellency's command.

(Sgd.) J. B. PATTERSON.

By His Excellency the Right Honourable JOHN ADRIAN LOUIS, Earl of Hopetoun, Viscount Aithrie, and Baron Hope, in the Peerage of Scotland; Baron Hopetoun of Hopetoun and Baron Niddry of Niddry Castle, in the Peerage of the United Kingdom; Knight Grand Cross of the most Distinguished Order of Saint Michael and Saint George; Governor and Commander-in-chief in and over the Colony of Victoria and its dependencies, &c. &c., &c.

To the Honourable NICHOLAS FITZGERALD, M.L.C. of Melbourne, in the Colony of Victoria.

GREETING :

Whereas it has been determined to hold a conference at Ottawa, Canada, on Thursday, the 21st day of June, proximo, for the purpose of considering the trade relations existing between Canada and the respective countries represented, and the best means of extending those relations, and of securing the construction of a direct telegraphic cable between Australasia and the Dominion of Canada; Now, therefore, I, John Adrian Louis, Earl of Hopetoun, the Governor aforesaid, do, with the advice of the Executive Council, hereby appoint you the said Nicholas Fitzgerald to be a delegate to represent and act on behalf of the government of Victoria in and at the said conference.

(Sgd.) HOPETOUN.

Given under my hand and the seal of the colony, at Melbourne, in the said colony, this twenty-third day of April, in the year of our Lord one thousand eight hundred and ninety-four, and in the fifty-seventh year of Her Majesty's reign.

[Seal.]

By His Excellency's command.

(Sgd.) J. B. PATTERSON.

By His Excellency the Right Honourable JOHN ADRIAN LOUIS, Earl of Hopetoun, Viscount Aithrie, and Baron Hope, in the Peerage of Scotland, Baron Hopetoun of Hopetoun and Baron Niddry, of Niddry Castle, in the Peerage of the United Kingdom; Knight Grand Cross of the most Distinguished Order of Saint Michael and Saint George; Governor and Commander-in-chief in and over the Colony of Victoria and its dependencies, &c., &c., &c.

To the Honourable Simon Fraser, M.L.C., of Melbourne, in the Colony of Victoria—

GREETING :

Whereas it has been determined to hold a conference at Ottawa, Canada, on Thursday, the twenty-first day of June, proximo, for the purpose of considering the trade relations existing between Canada and the respective countries represented, and the best means of extending those relations, and of securing the construction of a direct telegraphic cable between Australasia and the Dominion of Canada; now, therefore, I, John Adrian Louis, Earl of Hopetoun, the Governor aforesaid, do, with the advice of the Executive Council, hereby appoint you the said Simon Fraser to be a delegate to represent and act on behalf of the Government of Victoria in and at the said conference.

(Sgd) HOPETOUN.

Given under my hand and the seal of the colony at Melbourne, in the said colony, this twenty-third day of April, in the year of our Lord one thousand eight hundred and ninety-four, and in the fifty-seventh year of Her Majesty's reign.

[Seal.]

By His Excellency's Command

(Sgd.) J. B. PATTERSON.

# Colonial Conference.

## QUEENSLAND.

(Copy of a Minute of proceedings of the Executive Council on 18th April, 1894.)

The Hon. A. J. THYNNE and the Hon. W. FORREST appointed to represent Queensland at the Canadian Conference.

His Excellency the Governor, at the instance of the Honourable the Colonial Secretary, in the absence of the Hon. the Premier, proposes to the Council that the Honourable Andrew Joseph Thynne, M.L.C. and Member of the Executive Council, and the Honourable William Forrest, M.L.C., be appointed to represent the Colony of Queensland at the conference to be held at Ottawa, in June next, for the purpose of promoting telegraphic communication and more extended trade relations between the Dominion of Canada and the Australasian colonies.

The Council advise as recommended.

Immediate action.

(Sgd.) A. V. DRURY,  
*Clerk of the Council.*

Approved,

(Signed) H. W. NORMAN,  
18-4-94.

## FIJI.

GOVERNMENT HOUSE, SUVA, FIJI, 7th April, 1894.

SIR,—I have the honour to acknowledge the receipt of your letter of the 7th of February last, informing me that by the same mail I should receive a copy of an Order in Council respecting the Intercolonial Conference to be held in Canada, in June next, and also inclosing a copy of a letter which you had then recently received from Mr. Sandford Fleming respecting the proposed Pacific cable.

I am exceedingly obliged to you for this paper as well as for the inclosed copy of Mr. Fleming's address before the second Congress of Chambers of Commerce of the Empire, in London, in 1892, on the same subject.

The copy of the Order in Council, to which you refer in the opening paragraph of your letter, only reached me by the mail which arrived here upon the 4th instant, and I exceedingly regret that I have been compelled to inform the Governor General of Canada that in consequence of the very small staff of officers connected with the administration of the government of this colony, and of my visit under the direction of the Marquess of Ripon in June next to the Solomon Islands, I shall neither be able to appoint any delegates to the conference nor attend it myself, as I should have preferred to do.

I have ventured to state to the Governor General that I do not think the absence of a delegate from this colony will have any practical bearing, its interests being identical with those of the larger and wealthier Australasian colonies which I do not doubt will be very ably represented.

I have the honour to be, sir,  
Your obedient servant,

(Sgd.) JOHN B. THURSTON.

The Honourable MACKENZIE BOWELL,  
Minister of Trade and Commerce,  
Canada.



## NEWFOUNDLAND.

CERTIFIED COPY of a report of a Committee of the Honourable the Privy Council of Canada, approved by His Excellency the Governor General in Council on the 24th May, 1894.

The Minister of Trade and Commerce recommends that an invitation be extended to the Government of Newfoundland to send a delegate or delegates to represent it at the conference called to meet at Ottawa, on the 21st June next, for the purpose of considering the questions of more intimate trade relations between the British colonies, and of direct cable communication with Australasia.

The Committee advise that Your Excellency be moved to forward a certified copy of this minute, conveying such invitation, to His Excellency the Governor of Newfoundland.

(Sgd.) JOHN J. MCGEE,  
*Clerk of the Privy Council.*

(Governor of Newfoundland to the Governor General.)

GOVERNMENT HOUSE, ST. JOHN'S, 12th June, 1894.

MY LORD,—Having submitted for the consideration of my government your Lordship despatch of the 26th ult., I beg to inclose a copy of a minute of Council, regretting, that under present circumstances, this colony is unable to accept your invitation to be represented at the approaching Intercolonial Conference at Ottawa.

I have, &c.,  
(Sgd.) T. O'BRIEN, *Lt.-Col.,*  
*Governor.*

The Earl of Aberdeen,  
&c., &c., &c.

COLONIAL SECRETARY'S OFFICE, ST. JOHN'S, N.F.

SIR,—I have the honour, by direction of His Excellency the Governor, to be requested to inform the Governor General of Canada, in reply to the courteous invitation of the Government of Canada to be represented at the Intercolonial Conference to be held in Ottawa, that the government of this colony deeply regret that, owing to the briefness of the notice, and to the urgency of other business, it does not appear possible for them at this time to advise the acceptance of the invitation.

(Sd.) ALFRED B. MORINE,  
*Acting Colonial Secretary.*

June 13th, 1894.

## HAWAII.

To all to whom these presents may come—

GREETING :

Know ye that at a special meeting of the Honolulu Chamber of Commerce held at its rooms on the 1st day of March, 1894, Mr. Theo. H. Davies was, by the unanimous vote of all the members present, duly appointed a delegate of this Chamber to the Intercolonial Conference to be held at Ottawa, Canada, for the purpose of considering matters of trade and cable communications across the Pacific Ocean.

In witness whereof the vice-president and the secretary of this Chamber of Commerce have hereunto affixed their signatures at Honolulu, Oahu, H. I., on the 1st day of June, A.D. 1894.

(Sgd.) F. A. SCHAEFER,  
*Vice-president.*  
(Sgd.) J. B. ATHERTON,  
*Secretary.*

## Colonial Conference.

OTTAWA, 27th June, 1894.

SIR,—I have the honour to inform you of my arrival in this city, in compliance with the request and appointment of the Chamber of Commerce of Honolulu.

In order to make my position perfectly clear, I beg to state that I am simply instructed to render any assistance that may be required of me in considering the establishment of steam and cable communication across the Pacific Ocean, and in which Hawaiian commerce may be interested.

During your recent visit to Honolulu, you expressed the desire that a member of the Honolulu Chamber of Commerce should be officially invited to be present in Ottawa during the Intercolonial Convention, in order that the delegates might have the opportunity of conferring with him upon the two special points indicated.

Upon receipt of the invitation from the Dominion Government, the Honolulu Chamber delegated me to represent them in the above named capacity.

Before leaving London, and in order to avoid any possibility of misconception, I had interviews with Sir Charles Tupper, and with two other gentlemen high in the service of the Imperial and of the United States Governments respectively, and I explained to them fully the foregoing limitations, with which they expressed satisfaction.

I trust this statement will sufficiently define the scope of my authorized position.

I have the honour to be, sir,

Your most obedient humble servant,

(Sgd.) THEO. H. DAVIES.

The Hon. MACKENZIE BOWELL,  
Minister of Trade and Commerce, &c., &c.

## APPENDIX "B."

## REPORT BY SIR JOHN THOMPSON, PREMIER OF CANADA, ON THE SUBJECT OF CANADIAN COPYRIGHT.

TO HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL :

The undersigned, having had under consideration a despatch from Lord Knutsford to Your Excellency's predecessor dated 30th June, 1892, in reply to a despatch of His Excellency Lord Stanley of Preston of the 19th October, 1891, in which His Excellency transmitted an address to Her Majesty from the Senate and Commons of Canada, praying for imperial legislation which should explicitly confer upon the Parliament of Canada the power to legislate on all matters relating to copyright in Canada, without regard to statutes in force when the Parliament of Canada was established, etc., etc., has the honour to submit the following observations upon the report which accompanied the despatch of Lord Knutsford, and which had been made by departmental representatives of the Colonial Office, Foreign Office, Board of Trade and Parliamentary Counsel's office to the Right Honourable Sir Michael Hicks-Beach, on the subject of Canadian copyright.

It is, no doubt, true, as stated in the third paragraph of the report of the Committee, that from the point of view of British authors and publishers, the Imperial Statute of 1842 was satisfactory to those authors and publishers ; because it gave the British author and publisher a monopoly, by copyright extending over the sovereign's dominions for 42 years from the first application, or seven years from the author's death. It may be regarded, indeed, as a continuance, for their benefit, of the system which was based on the idea that the colonies were to be preserved only for the benefit of the producers in the British islands, and that the inhabitants of those colonies had no rights of self-government, or otherwise, which were inconsistent with the interests of the British producers.

The colonial publisher and the colonial reader, however, had every reason to be dissatisfied with the enactment of 1842, and it is not to be wondered at that their representatives made very emphatic protests. Those protests are enumerated and referred to in the letter of the undersigned to Lord Knutsford, dated 14th July, 1890, which forms an appendix to this report.

The protests and the agitation for redress continued until 1846, when Mr. Gladstone gave warning to the publishing trade in England that they must be induced "to modify any exclusive view which might still prevail in regard to this important subject ;" and shortly afterwards a report was made from the Colonial Office to the Board of Trade, intimating the decision of the Secretary of State for Colonies, Earl Grey, that "after the repeated remonstrances which had been received from the North American colonies on the subject of the circulation there of literary works of the United Kingdom, he proposed to leave to colonial legislatures the duty and responsibility of enacting laws which they should deem proper for securing the rights of authors and the interests of the public."

Earl Grey requested that the Board of Trade should be moved to take "such measures as might be expedient for submitting to parliament, at the ensuing session, a bill authorizing the Queen to extend the royal sanction to any colonial law or ordinance which might be passed respecting copyright, notwithstanding the repugnancy of any such law or ordinance to the copyright law of the United Kingdom."

The circular of Earl Grey to the governors of the North American colonies, which followed, dated November, 1846, announced that this was settled as the policy of Her Majesty's Government, and the governors were informed that a measure to carry out that suggestion would be introduced at the ensuing session. The full text of this circular will be found in the appendix, and it is remarkable that the assurance thus given,

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of the policy of Her Majesty's Government towards the North American colonies, remains unfulfilled to this day, in consequence, it must be assumed, of the influence which two classes—the authors and the publishers in the United Kingdom—were and have been able to exercise with regard to the legislation which had been promised, in relation to a matter so important to Her Majesty's colonies.

In paragraph 6 of the report, the committee thus refer to the pledge given by Her Majesty's Government to the colonies :

“It was, however, eventually determined not to legislate in accordance with the terms of Lord Grey's despatch, but, instead, to pass the Imperial Act which bears the short title of the ‘Colonial Copyright Act of 1847,’ but is commonly known as ‘The Foreign Reprints Act.’”

It might be supposed, from this mode of stating the case, that the “determination not to legislate in accordance with “the terms of Lord Grey's despatch” was a determination arrived at as the result of an understanding with the colonies, that this measure should be accepted as a substitute for the concession which Lord Grey had promised. This, however, does not appear to have been the case. It was a measure of temporary and partial relief and it can hardly be supposed that a determination was arrived at by Her Majesty's Government, to abandon or repudiate the pledge which had been so formally given, or even to substitute for what had been promised a measure which, while it might satisfy present wants, fell vastly short of what had been promised. The “Foreign Reprints Act” was, no doubt, adopted merely as a measure of temporary relief and until the wider measure could be obtained.

Paragraph 6, of the Committee's report, states that the Act “was satisfactory from the point of view of the Canadian reader, because it enabled him to obtain cheap reprints of British copyright books.” It is true that the “Foreign Reprints Act” was, as stated above, a measure of relief to the Canadian reader, for the reason given in the paragraph quoted. The legislatures of the colonies were willing to wait a reasonable time for the fulfilment of Earl Grey's promise, and in the meantime to accept the temporary expedient by which the monopoly which excluded British literature from the borders of the colonies was relaxed in favour of an impost for the benefit of those who had a (statutory) right to that monopoly. In short, the Imperial Parliament, finding the monopoly so great a grievance, obliged the holders of it to compound for money compensation which the colonist would pay without much expression of discontent, even if it involved the denial to his country, for a time, of the rights of self-government which should have been considered at least as important as the (statutory) rights of copyright holders, and which had been promised in the plainest terms.

It was quite obvious, however, that the colonies would not long rest satisfied with such a system. The growth and development of their publishing interest would have soon put an end to acquiescence in the scheme, even if the legislatures had been willing to continue to be denied their proper powers and to be tax-gatherers for a privileged class outside the country.

In March, 1870, the British copyright owners, not being satisfied with the proceeds of the taxation on foreign reprints, and desiring their monopoly restored to its full vigour, demanded the repeal of the Foreign Reprints Act.

The Copyright Commission of 1876 followed, and in their report of 1879 it was stated that copyright holders had only received, as the result of their taxing scheme, from nineteen colonies which had taken advantage of the Act, £1,155 13s. 2½d. ; but it is to be observed that of this sum £1,084 13s. 3½d. was received from Canada, leaving about £71 as the contribution from the other eighteen colonies. Probably the same proportion has been continued since. Great pains have been taken to collect the tax for the benefit of copyright holders, notwithstanding the belief has been growing, from year to year, that the present state of the law is odious and unjust. The copyright holders of the United Kingdom have made suggestions from time to time for improvements of the method of collecting this tax, in order that the proceeds may be augmented, and the Government of the Dominion has always made the collections vigilantly and in good faith. They are willing even to adopt improved methods of collection, but they can

only offer to do so as part of an improved scheme of copyright, such as that embodied in the Canadian Act of 1889 and by way of an amendment to some such enactment as that, to come into force concurrently with such Act.

While, as has been stated, the "Foreign Reprints Act" gave a measure of relief to the Canadian reading public, it had the effect of creating a monopoly for the publishers of the United States and of preventing the publishing business of Canada from attaining dimensions such as might reasonably have been expected in a country where the whole population is a reading population, and where the practice has always been, with few exceptions, compared with European countries, for the people to buy the books which they read. In spite of this disadvantage the publishing interest has grown very considerably. It has been represented in some former discussions on this question as being small and unimportant. All that seems necessary to be said upon that subject, for the present, is that it is small in comparison with what it should be, and in comparison with what it would be under a proper adjustment of the copyright laws.

It is noted in paragraph 14 of the Committee's report that the Senate of Canada adopted an address to Her Majesty in 1868, urging the change which Lord Grey had promised, that the answer thereto, on the 22nd of July, 1868, was merely that the question was too important, and involved too many questions of imperial policy for legislation at that session of Parliament, and it was then intimated that negotiations with the United States on the subject of copyright required some delay in dealing with the colonies with regard to that interest.

The part which negotiations with the United States have played in this discussion with Canada, will be referred to hereafter, but it is apparent that for more than twenty years these negotiations have been made use of as a reason for postponing the requests, admitted to have been reasonable, which were presented by the Dominion of Canada, and that when an arrangement was eventually made with the United States, the publishers of that country received the benefit of the British copyright monopoly of the colonies, with rights reserved in their favour which were refused to Canada, and the conclusion of that arrangement with the United States is now suggested by the Committee, whose report is under review, as a new reason why the demands of Canada should not prevail, because it would interfere with the United States copyright holders who have been presented with the monopoly of Canada for the sale of their publications.

Pursuing the narrative, however, it is important to note that the assurances which have been received by Canada, from time to time, express sympathy with the colonial interests; and that after more than twenty years of inquiry, consideration, discussion, sympathy and promises, it was stated by the Lords of Trade, with reference to that address of the Senate, that the subject was "a matter that called for inquiry" and that "an endeavour should be made to place the general law on copyright, especially that part of it which concerned the whole continent of America, on a more satisfactory footing."

It may be observed here that by the arrangement with the United States "the general law of copyright, in so far as it concerned the \*\*\* continent of America," was indeed put on a footing more satisfactory as regards the British author and publisher and the United States publisher, but that that part of the continent of North America which bears allegiance to Her Majesty has received no consideration in the improvement of the law.

The Duke of Buckingham and Chandos on the 31st July, 1868, sending his formal reply to the despatch accompanying the address of the Senate, made the admission, which was not very remarkable, at that stage of the discussion, that "the law of copyright, generally, might be a very fit subject for future consideration."

The Canadian Government were of the same opinion, and on 9th April, 1869, they transmitted another representation on the subject, but the Board of Trade considered that the Canadian proposal should not be adopted immediately, because nothing could be done for Canada unless the United States were a party to the arrangement, and that "whatever protection should be given to authors on one side the St. Lawrence must, in order to be effectual, be extended to the other." The equivalent proposition would seem also to be implied, viz., that whatever protection might be given to publishers on

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one side the St. Lawrence must be extended to the other. Her Majesty's Government, however, have not yet carried out those propositions because they have agreed to an arrangement by which the British author or publisher, in order to get the benefit of copyright protection in the United States, is obliged to print his book from type set in the United States, and it yet withholds from Canada the concession of allowing a Canadian publisher to reprint at all, even from plates imported from Great Britain, and on payment of a tax levied in favour of the copyright holder on every copy of the publication.

Canada was assured, however, by Earl Granville's despatch of the 20th October, 1869, that at the ensuing session of Parliament copyright would be permitted on publication in the colonies, a concession of very slight and doubtful importance. When, under the Berne Convention, a concession in that direction was given, the colonial author or publisher, received his slight privilege only in common with the authors and publishers of all the other countries included in that convention.

Attention is again called to the report of the Minister of Finance of Canada in 1870, followed by the request of Lord Kimberley on the 29th of July, 1870, that the views of the Canadian Government might be again forwarded in order that Her Majesty's Government might give them consideration before the ensuing session—and to the report from the Ministers of Finance and of Agriculture, dated 30th November, 1870, in which those views were once more set forth. Consideration seems not to have been given to the information thus asked for and obtained, and on the 14th of May, 1872, the views of the Canadian Government were again set forth in a report of the same ministers, which was adopted and transmitted on the 14th of the same month.

After thirty years of reiterated complaints the Canadian Government felt called upon to declare the existing system "wholly indefensible," and to state that the Canadian publishers were being "treated with the greatest injustice." The report of the ministers stated that it had "long been the custom of owners of British copyright to sell to American publishers advance sheets of their works, and when Canadian publishers had "offered to acquire copyright in Canada by purchase, they had been told "that the arrangements made between the British and American publishers were such "as to prevent negotiations with Canadians."

In the same year a Copyright Act was passed by the Canadian Parliament and forwarded for Her Majesty's assent. It was based on the same principles as the Canadian Copyright Act of 1889. The assent was withheld.

The undersigned does not propose, in the course of these observations, to detail at length the various negotiations which have taken place. They will be found more fully stated in the appendix hereto. Attention is called to them in this place chiefly because many, which seem to the undersigned to be of importance, are not mentioned in the report of the Committee, and because it seems important to notice that from the commencement of the agitation in 1842 down to the present year, the representations from the North American colonies have met with the same response from Her Majesty's Government, namely, an admission that grievances existed as stated, promise of redress—followed by expressions of determination to consider the subject, and a declaration that the measure proposed by the Parliament of Canada to lessen the grievances was beyond the powers of that parliament and must be authorized by an Act of the Imperial Parliament in order to be effectual.

The despatch of Lord Carnarvon, dated 15th June, 1874, is an illustration of the progress which the agitation had made since Her Majesty's Government, in 1846, with a full knowledge of the whole subject, had promised to confer full legislative powers at the ensuing session. His Lordship stated then (twenty-eight years after Lord Grey's circular despatch), that he was aware "that the subject of colonial copyright had long "been under consideration," that he was ready "to co-operate," and that he had "a confident hope" that Her Majesty's Government might, "without difficulty, be able "to agree on the provisions of a measure which, while preserving the rights of owners "of copyright works" in the United Kingdom "under the Imperial Act, would give "effect to the views of the Canadian Government and Parliament."

One of the most important points in the narrative is that mentioned in paragraph 21 of the Committee's report, namely, the appointment of a Royal Commission on copyright, in 1876, and also the report of that commission in 1879. It appears necessary to point out that the report of that commission recommends the adoption of the principle on which is based the Canadian Copyright Act of 1889, namely, the establishment of a licensing system for republications of copyright works in the colonies, and the collection of a tax in favour of the copyright holder as a compensation.

In pursuing the course of discussion followed by the Committee, whose report is under review, it seems proper to make some reference to that branch of the subject which refers to copyright arrangement with other countries; and first to notice the position of Your Excellency's government on the subject of the Berne Copyright Convention.

At the outset, however, it may be well to state the ground upon which the Canadian Government base their request for the withdrawal of Canada from that convention. When assent was given, on the part of the Canadian Government, to be included in that convention, one of the considerations which prevailed was the confidence in the assurances given by Her Majesty's Government with regard to the amelioration of the law of copyright as it affected Canada, notwithstanding the great delay which had occurred. But the principal consideration was the fact that Canada could withdraw from the convention on a year's notice to that effect being given to the countries included in the convention.

The Canadian Government afterwards formally requested Her Majesty's Government to give notice of the withdrawal of Canada. That request not having been complied with, an address of both Houses of Parliament to Her Majesty was unanimously passed in the session of 1891, requesting that the notice be given. Recently, your Excellency's Government has forwarded a renewed request that the notice be given without further delay. The undersigned respectfully submits that the reasons which induce persistence in this determination to withdraw from the convention are in the judgment of the Parliament and Government of Canada.

Parliament has complete cognizance of Canadian interests in such matters and has unanimously endorsed the request of your Excellency's advisers that notice should be given.

The statement was made by the undersigned, in a previous report, that the condition of the publishing interest in Canada was made worse by the Berne Convention. That statement is adhered to. The monopoly which was, in former years, complained of in regard to British copyright holders is now to be complained of, not only as regards British copyright holders, but as to the same class in all countries included in the Berne Copyright Union. Canada is made a close market for their benefit, and the single compensation given by the convention for a market of five millions of reading people is the possible benefit to the Canadian author, whose interests seem not to have been thus cared for on account of a very high estimate of their value, because the Committee whose report is under review describe the Canadian author as "belonging rather to the future than to the present." Without accepting this estimate as quite accurate it may at least be said that the Canadian Parliament may be trusted to care for the interests of Canadian authors. The Berne Convention had in view considerations of society which are widely different from those prevailing in Canada. In Europe the reading population in the various countries is comparatively dense;—in Canada a population considerably less than that of London is dispersed over an area nearly as large as that of Europe. In the cities of Europe, especially in Great Britain, the reading public is largely supplied from the libraries, while in Canada, as a general rule, he who reads must buy. In European countries the reading class forms but a fraction of the whole population, while in Canada it comprises nearly the whole population.

If reasons against the continuance of Canada in the convention were called for, many would suggest themselves, but the undersigned does not understand that your Excellency's Government is called upon to give those reasons or to present an argument to justify the determination of Canada to withdraw from the convention.

No enactment in Canada to give effect to the Berne Convention has ever been passed, although some enactment would be necessary in order to make the system operative and effectual here.

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As regards what is called the "arrangement" made between Her Majesty's Government and the United States, some observations seem specially called for, in view of the position taken by the Committee whose report is being considered. In March, 1891, Congress passed the present copyright law. That law gives copyright in the United States to any author, whether a citizen of the United States or a subject of a foreign state, on condition that two printed copies of the book, printed from type set within the limits of the United States, be deposited (in accordance with the regulations prescribed), on or before the publication of the book. It is necessary, however, in the case of the subject of a foreign state, to show that his state permits citizens of the United States to have the benefit of copyright on the same terms as her own citizens. That requirement of course, is easy of fulfilment in the case of Great Britain, for the Copyright Act of 1842 permitted foreigners to obtain copyright, running not only in the United Kingdom but throughout Her Majesty's dominions, on mere publication in Great Britain, without any condition as to the type being set within the Queen's dominions.

It seems, from the Committee's report, to be considered, that Lord Salisbury, on the 15th June, 1891, made an agreement with the United States, which is an obstacle in the way of the Canadian request for improved copyright legislation being granted. If such could be supposed to be the case the contention of Canada in this respect would present a far more serious ground of complaint than has been yet stated. The contention would be that, after promises of redress had for many years remained unfulfilled, and at last fulfilment postponed on the explanation that such redress would be considered in negotiations for an international arrangement with the United States, Canada would now have to be informed that her request cannot be entertained or considered any longer, because the international arrangement with the United States precludes any consideration of her interests.

The undersigned submits, however, that such is not a correct statement of facts, or a reasonable conclusion from them. Mr. Lincoln, the United States Minister at London, appears to have asked information from Lord Salisbury as to the state of the copyright law in the United Kingdom. The reply of Lord Salisbury was, that an alien, by first publication in any part of Her Majesty's dominions, could obtain the benefit of British copyright and that contemporaneous publication in a foreign country did not prevent the author from obtaining copyright in Great Britain, that residence in Her Majesty's dominions was not a necessary condition, and that the law of copyright in force in all British possessions permits citizens of the United States of America to have the benefit of copyright on the same basis as British subjects.

It is submitted that in making this statement Lord Salisbury was merely stating what he believed to be the condition of the law of copyright at that time. He was not making any treaty, nor any arrangement with regard to copyright, although, probably, for convenience of expression the term, "arrangement with the United States" has been used in the report of Committee, and also in course of these observations. The Committee in their report seem to treat Lord Salisbury's answer (as to the condition of the existing law), as an agreement and almost as equivalent to an undertaking that the law should never be changed. Otherwise it is difficult to understand such expressions as are contained in paragraph 51: "The Act of 1889" (meaning the Canadian Act), "if confirmed by Her Majesty's Government, after the assurance given to the Government of the United States in 1891, would give rise to misconception and misunderstanding." "Of course if Canada were to withdraw from the operation of the Act of 1886, and still more if she were allowed to withdraw from the Act of 1842, there would be not merely a formal, but a substantial inconsistency between her legislation and Lord Salisbury's declaration."

It is not suggested that Lord Salisbury's declaration was that the law should not be changed, but that seems to be implied. If such is indeed to be inferred from Lord Salisbury's reply to Mr. Lincoln it would be well to inquire how long his declaration was intended to continue in force or is to be construed as being in force? Is it possible that the Convention of Berne, which was to endure until a year after denunciation, in so far as Canada was concerned, was intended by Lord Salisbury to be made perpetual in its application to Canada, by his making a statement of the law of the United Kingdom to Mr. Lincoln?



It seems perfectly obvious, notwithstanding the contrary view suggested by the report of the Committee, that Lord Salisbury merely informed Mr. Lincoln that of the 16th of June, 1891, the first condition above set forth, in the United States Copyright law, was complied with by the state of British law at the time. Lord Salisbury's object was to show Mr. Lincoln that Great Britain permitted citizens of the United States the benefits of copyright on substantially the same basis as to her own citizens. The Canadian Government and Parliament ask for no other condition of affairs; and Lord Salisbury's statement to Mr. Lincoln will still be good, and the reasonable requirements of the United States Government will still be satisfied if the Canadian Act of 1889 be ratified; because American holders of copyright in Great Britain will still be on the same footing as British copyright holders.

Before the so-called "arrangement with the United States" was made, in a letter which the undersigned had the honour to write to Lord Knutsford, on the 14th of July, 1890, it was suggested, as is quoted in paragraph 43 of the Committee's report:

"(1.) That the present policy of making Canada a market for American reprints, and closing the Canadian press for the benefit of the American press, in regard to British copyright works, has a direct tendency to induce the United States to refuse any international arrangement."

"(2.) That inasmuch as the existing Canadian copyright law affords protection to the copyright holder in every country which may make a treaty with Great Britain, it cannot be suggested, as it once was, that self-government in Canada on this subject would in the least impede negotiations with the United States for an international arrangement."

This prediction has been abundantly fulfilled since the passage of the United States Copyright Act. The United States publishers now insist, in making their arrangements with British authors and publishers, on a condition that Canada be included in the territory disposed of. Furthermore, the American purchasers of British rights refuse to Canadian publishers any arrangement for the publication of reprints in Canada. In this way the copyright holder outside of Canada not only enjoys, in Canada, a monopoly which the Copyright Act of 1842 gave him, but can and does sell to foreigners that monopoly in Canada, and the foreign purchaser thus acquires the right, under the Statute of 1842 and the Berne Convention Act of 1886, to lock the Canadian presses in order that his own may be kept in operation to supply Canadian readers.

It should be observed that by the Canadian Copyright Act of 1889, Canada asks less than the United States has obtained. The Congress of the United States has demanded that, before a British subject can obtain copyright in the United States, his book shall be printed from type set within the limits of the United States. Great Britain not only accedes to this demand, but permits a citizen of the United States to obtain copyright of his work in England, on production of his work there, printed on the type set in the United States, and thus the United States publisher at the same time secures copyright in both countries for a book produced from American type. The Canadian Act would permit type to be set in England and the plates imported, and on printing therefrom, copyright would be granted in Canada, if the printing were done within one month of the original publication elsewhere; but, failing such publication, the British copyright holder would be secure in his ten per cent royalty if the book should be republished (under license) in Canada.

In view of this state of affairs it is not accurate to say, as seems to be suggested in paragraph 54, section 4, of the report under review, that "The present demand for legislation on the lines of the Canadian Act of 1889, appears to come, not from the Canadian reader or author, but from the Canadian publisher and printer, who feel severely the competition of rivals in the United States, and wish to protect themselves by excluding their rivals' wares."

What the Canadian publishers principally complain of, under the present state of affairs, is that they are not allowed to compete with publishers of the United States, inasmuch as the British copyright holders dispose of their rights to American publishers, on condition that the latter shall have a monopoly of the Canadian market.

Another statement contained in the same paragraph of the report (section 6), indicates a want of information as to the facts, viz., the statement "That the effect of the

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"American Act would not be to increase the inducement to American publishers to reprint British books. Before the Act, they could reprint any such books freely; since the Act they must make arrangements with such authors as take advantage of the provisions of United States legislation." The fact is that English books are eagerly sought for by United States publishers. They can afford to pay high prices, in view of the fact that the market of Canada is included in their purchases. The English authors are induced, also, to seek purchasers in the United States, in order to obtain copyright there and to get their books printed from United States type, which is a condition imposed there, although not imposed in Britain on the United States author, when he seeks copyright protection throughout the British Empire.

It is this enormous disadvantage, and not the competition of publishers in the United States, that Canada complains of, and it cannot correctly be alleged that the Canadians publishers "are undersold by competitors who have the advantage of larger capital and a larger market."

The Committee have devoted a considerable portion of their report to a statement of the objections to the confirmation of the Canadian Act of 1889. The undersigned forbears, at the present time, from entering into a discussion of the legal views on which the necessity for an Imperial Statute to confirm the Canadian Act depends. They have been fully set out in a report which he made in August, 1889. To the arguments therein stated he still adheres, but when it was made apparent, in the reply which was received to that report, that the Colonial Office had adopted a different opinion and held that an Imperial Statute was necessary, the attention of the Canadian Government and Parliament was immediately applied to the task of showing Her Majesty's Government that, for every reason which could be drawn from the assurance of the past, such an enactment should be speedily given. It was this branch of the subject that the undersigned had the honour to present, in his letter of the 14th July, 1890 written at Lord Knutsford's suggestion, and it is to this branch of the case that the present observations are intended principally to be applied.

It is proposed, therefore, to consider the various objections which are stated by the Committee in their report.

The first objection is this: "It would involve abandonment of the policy of international and imperial copyright which Her Majesty's Government adopted and to which Canada assented only six years ago."

It is denied that the provisions of the Canadian Act would involve the abandonment of that policy, even in so far as Canada is concerned, because the copyright holder would still be compensated, by the royalty instead of the customs duty. As regards the assent of Canada of six years ago to the Berne Convention, Canada's right to withdraw from the convention on a year's notice, was placed on the face of the treaty and she would not have consented to enter without that condition. The right has never been questioned and a request that Her Majesty's Government should give notice of Canada's withdrawal has been most distinctly and emphatically made. With a knowledge of these facts the Committee's report in paragraph 50, uses these words: "If Canada presses for withdrawal from the Berne Convention her request cannot well be refused."

The undersigned ventures to express the hope that no doubt will be entertained on this point. By an Order in Council, Canada, years ago, asked for the notice to be given. By an address of both Houses of Parliament she repeated that request in the most formal manner to Her Majesty. By a despatch of recent date your Excellency's Government urged that the notice be given without any further delay; and, in case there should be any uncertainty on the subject, it is now asserted that "Canada presses for withdrawal from the Berne Convention."

The next objection stated is that "It would be at least open to the charge of being inconsistent with the declaration as to the law of the United Kingdom and the British possessions which was made to the United States by Lord Salisbury, on the faith of which the United States admitted British authors to the benefit of their copyright law." This seems so fallacious as to call for no further comment than has been made upon it in an earlier portion of this report. It is impossible, in the view of the

undersigned, that Lord Salisbury's statement of the law should be construed as a promise for all time, or for any time. But if, by this statement, it is intended to be inferred that the United States will hold, at such high value the market of Canada which they are now able to control, as to refuse copyright to British authors if that market be not continued to them, the demand for redress on the part of Canada will be more emphatic than ever, because the inquiry will arise whether it is proposed to place an important commercial interest of Canada at the disposal of a privileged class in Great Britain to be bartered for privileges to that class in a foreign country. It will be necessary to consider at once how long the market of Canada is to be thus controlled, and whether it is to be finally settled that Canada is to be placed at a disadvantage as compared with other countries in her neighbourhood because her people have retained connection with the Empire, which they have so long done from very different motives than those of self-interest.

The next objection is that the confirmation of the Canadian Act "would be inconsistent with the policy of making copyright independent of the place of printing"—a "policy—which Her Majesty's Government have for many years been urging the United States to adopt."

It is well known that the United States have never shown a disposition to adopt any such policy. It is difficult to suppose that any well informed person entertains any expectation that they will do so. Her Majesty's Government evidently had no such view when, by Lord Salisbury's "arrangement" with Mr. Lincoln, they conceded to United States citizens copyright privileges throughout the British Empire, without that policy being adopted on the part of the United States, but when, on the contrary, the United States emphatically refused to adopt it. After that arrangement, it is difficult to understand what reason could be suggested to Congress for abrogating a condition (printing in that country) which protects the labour of the United States, to the manifest disadvantage of British labour of the same kind, and yet results in no denial to United States citizens of the privileges which British subjects have. Surely it would not now be urged that Canada should any longer have the granting of her request postponed for the imaginary reason that some better arrangement may be made with the United States, of which there is not the slightest probability, and which would be of very doubtful value, even if obtained, as far as Canada is concerned.

A further objection alleged against the Canadian Act of 1889 is that "it would impair the right in Canada, of British 'authors' (meaning, of course, British copyright holders), by whom the Canadian market is principally supplied."

This is a statement of the most doubtful accuracy. The Canadian Act would secure to British copyright holders revenues which would be a hundredfold that now received from Canada; by reason of the collection of the stamp duties, on Canadian reprints, being substituted for customs collections on foreign reprints. If the British author would sell his copyright in Canada; (which he rarely does now, because the purchaser of the United States demands of him that Canada shall be thrown into the bargain), he would find the product of his copyright greatly enhanced under the Act of 1889. It is doubtful, at the present time, whether the United States purchaser pays anything additional to the British author in consideration of the market of Canada, but, certainly, if the market of Canada were purchased by those understanding the trade of this country, the price which the author would receive for the Canadian market would be greater than it now is. If the holder of copyright did not sell the Canadian market he would receive the price from the United States purchaser plus the additional revenue collected under the license in Canada.

One widely read author is known to have sold his right to a great publishing house in the United States. He refused to sell, at that time, the Canadian market to a Canadian purchaser. That condition was exacted of him by the publishing house in the United States which became his purchaser. Subsequently an arrangement was made with the author by a Canadian publisher, by which the latter secured the Canadian market by paying a larger sum for the Canadian right than the United States publishing house had paid for the same privilege in the United States and Canada together.

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In any event, Her Majesty's Government should be asked to consider whether the rights of British copyright holders, created under the Statute of 1842, are to continue to be set up as a bar to the rights of the Canadian Parliament and Canadian people, after so repeated a recognition of the fact that the creation of these privileges had become a grievance in Canada, and so long after promises and assurances had been given that that grievance would be redressed. If so it is exceedingly difficult to understand many of the expressions which have been continually made use of in imperial despatches for the last fifty years.

The report of the Committee goes on to state an opinion that "It is doubtful whether the Canadian reader has, under existing circumstances, any ground of complaint at all." That opinion the undersigned cannot concur in. Even when foreign reprints were abundantly produced, that is to say before the passage of the American copyright law, the Canadian reader was obliged to pay a tax for the benefit of the copyright holder which was collected by the customs officers in Canada. That tax was not very burdensome, because the reprints were published at a very low price and the duty was an *ad valorem* impost on the wholesale importation. The Canadian reader is not now in so good a position, because of the generosity of Her Majesty's Government towards the United States citizens which has given the citizens of that country a monopoly of the Canadian market, not only for reprints of the British works which they continually acquire the copyright of, and which the Canadian publisher cannot acquire, but for all United States publications as well. The result of this is that new books have doubled in price in Canada, within the last three or four years, and there is a prospect of further advance.

The report of the Committee goes on to say that "It is the British author and publisher who have a right to complain of the Foreign Reprints Act." On behalf of Canada it is denied that the British author and publisher have reason to complain because they are not permitted, besides locking the Canadian press, to banish British literature from Canada by seizing it in the customs-houses, unless it shall come in the form of a British edition which could not be sold in Canada, save in very small numbers. The British author would have no right to complain of the Canadian Act of 1889, for, as has been shown, his position would be materially improved thereby.

The Committee go on to state that the reality of the grievances of the British author and publisher "was admitted by the Copyright Commission of 1876." The reality of those grievances is not admitted in Canada, but if such grievances ever really existed they are less now, because the effect of the legislation of the United States is to curtail very largely the publication of foreign reprints, and they would be less still under the Canadian Act of 1889, because the trade in foreign reprints would be almost, if not quite, abolished.

It is difficult to understand why this suggestion is made, with regard to the Foreign Reprints Act, unless it were intended as a suggestion in favour of greater restrictions as to copyright than those existing at present, by the repeal of the Foreign Reprints Act. If that were the object of the suggestion, it hardly calls for any remark, in view of the past history of this subject, and in view of the fact that the collection of customs duties in favour of British copyright holders is a matter of increasing inconvenience in Canada and must eventually be abandoned, for reasons which it is not now necessary to state at large.

Another suggestion in the report under review is that "Deprivation of Canadian copyright might be seriously detrimental to the interests of Australian authors, say, for instance, of a Melbourne novelist whose works are likely to obtain extensive circulation in Canada." The case is not a very probable one. In the words of the Committee, applied to Canadian authors, it may be "treated as belonging rather to the future than to the present." It seems sufficient to say, for the present, that Australians are and, doubtless, always will be, placed on the same footing as other British subjects in all Canadian legislation, but that if it should become, at any time, a question what rights should be enjoyed in Canada by any class of Australians it surely cannot be contended that that question should be decided by the Parliament of the United Kingdom or by the Parliament of Australia, rather than by the Parliament of Canada.

The report under review devotes a paragraph to the interests of the Canadian author, of whom it is said that under the Canadian Act of 1889, he would be deprived of copyright in every country outside of Canada. This would be by no means the case unless imperial legislation were adopted to withdraw from Canadians not only the rights, within the Empire, conceded to all British subjects, but the rights conceded to the people of most foreign countries, under the Berne Convention, which seems a suggestion quite unworthy of a place in this controversy.

The Canadian Parliament has not overlooked the interests of its authors or of any other class. When it speaks, as it has done on the subject, it speaks after full consideration of all the interests involved, and which it is well able to weigh.

The report under review proceeds to discuss at some length the question whether indeed the Canadian publishers have any grievance, and whether such grievance has been enhanced by the Berne Convention. If the Committee had obtained information upon this subject in Canada, where alone the facts are to be found, they could hardly have arrived at the conclusion which they state. The Canadian publisher has never had an opportunity of competing with his rivals in the United States, except in rare cases, as where a Canadian has bought copyright from United States publishers to whom the markets of Canada had been sold by the British copyright holder, and sometimes directly from a British copyright holder.

The effects of the Berne Convention have already been discussed, but the committee could have found abundant evidence in Canada that the grievance of the Canadian publisher has been greatly augmented by every change in the copyright law of the United Kingdom, in recent years. His condition has been made distinctly worse by the Berne Convention and the grievance has been greatly enhanced by the concessions made by Her Majesty's Government to the United States, under the "arrangement" for which this Government was for many years asked to wait as a measure which would give the relief desired.

The report suggests, as has already been remarked, that "the real grievance of the Canadian publishers is that they are undersold by competitors who have the advantage of larger capital and a larger market and in whose favour protective legislation is enforced, against their weaker rivals." In considering this view of the case, too much stress ought not to be laid on the weakness of the Canadian publisher. The fact is that he has not been allowed to compete with his United States rival.

In exceptional cases, where a Canadian publisher has secured a right to his own market, it has been found that books have been produced in Canada at lower rates than in the United States. Numerous instances can be cited of books which were printed in the United States and reprinted in Canada to prove that these books have been sold in Canada at a price eighty per cent below the price of the United States editions. The real grievance of the Canadian publisher, the Canadian type-setter and every other Canadian workman engaged in the production of books, as already stated, is that he is not allowed to compete with his United States rivals, by reason of his being a British subject and, therefore, bound by the copyright legislation of the United Kingdom. It is true, as stated by the Committee, that the United States competitor has a larger market, because the United States publisher of books controls the market of the United States plus the market of Canada; while the Canadian producer has not even the market of Canada, except in the rare cases before referred to, and then he can supply only Canada, being debarred from the United States markets because his book is not printed in the United States.

It is also true that the Canadian publisher is handicapped by the protective legislation of the United States, in favour of the publishing interest of that country, and especially by the obligation on the applicant for copyright to print from type set in the United States, while the citizens of the country imposing that condition are allowed all the advantages of British subjects, and Canadians are denied the right to impose any such conditions as to Canada.

The report under review again makes this statement with regard to the Canadian publishing interest, evidently from erroneous information: "What the Canadian publisher and printer want is to keep out books, cheap or otherwise, not printed or pub-

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lished at their own establishments." As a matter of fact, what the Canadian publisher and printer desire to do is to supply the cheap books which the Canadian reader desires. Under the Canadian Act of 1889, a publisher could have no monopoly in republishing copyright books, because the Government would have the right to grant any number of licenses to reprint. Furthermore, the British publisher would still have the opportunity to send his books from Great Britain to Canada.

It must, therefore, be repeated that it is desired that the Canadian publisher be permitted to sell in his own market; a market which, under present conditions, is reserved for the benefit of persons outside of Canada.

The Committee has suggested that "the simplest and most effectual mode of lessening the price of Canadian books would be to remove or reduce the Canadian import duty of fifteen per cent on books."

The undersigned cannot agree with this view. The experience of the past has proved that the simplest and most effectual mode of lowering the price of Canadian books would be to have the Canadian press unlocked and the Canadian publisher and printer permitted to produce books.

The removal of the Canadian import duty would undoubtedly be an additional boon to the publishers and printers of the United States, but the undersigned ventures to think that the interests of that class have been, already, sufficiently cared for and do not require additional advantages from the Government of Canada.

The argument in favour of reducing the Canadian import duty in order to cheapen books is somewhat in contrast with another statement in the report under review, viz., the declaration that the royalty to copyright holders proposed by the Act of 1889 should be greatly increased and that more stringent methods of taxation should be adopted in order to secure the collection of the tax.

In paragraph 56, the committee suggest that "the amount of royalty might perhaps be fixed at fifteen per cent, so as to correspond with the amount of the existing import duty on books and that the royalty might be levied by means of a stamp on each copy, so that if unstamped books were offered for sale they should be liable to seizure.

It seems to be implied from this that the import duty and the tax in favour of the copyright holder should be equal, and it would then follow that a reduction of the import duty, as advised by the Committee, would at any time be accompanied by a reduction of the copyright holder's royalty.

The intimation contained in paragraph 57 of the Committee's report, that such Canadian legislation as is required should be confined to books, is not acquiesced in by the undersigned. It is true, as stated, in the report of the committee, that copyright in musical, dramatic and artistic works raises a very difficult question, but the right of the Canadian Parliament to receive the power of self-government with respect to those matters is surely as plain as it is in relation to books. The demand to have that right conceded is surely not too difficult to be understood by statesmen of a country which has granted that right, freely, in relation to all other commodities.

The Committee in their report under review, have stated various objections to the details of the Canadian Act of 1889. These objections, in the view of the undersigned, are not maintainable. They say: "That twelve months might be allowed as a reasonable time" (to the copyright holder) "for cheap reproduction, and during that time the imperial copyright should remain unimpaired." In reply to this it must be said that in less than twelve months the Canadian market would be flooded with American reprints and the sale of the book would be over. The report then says that the royalty "might perhaps be fifteen per cent, so as to correspond with the amount of the existing import duty on books." In the view of the undersigned, the Canadian proposition of ten per cent royalty on each copy would yield much larger returns than the one proposed, which would be fifteen per cent *ad valorem* on the quantity imported, at wholesale rates. Such is obviously the meaning of the proposition of the Committee as is seen by reference to the import duty which is an *ad valorem* duty on the wholesale rates.

The ten per cent royalty proposed by the Canadian Parliament would be imposed on the retail price of each book and would take the place of the twelve and a half per cent now collected by customs on wholesale rates, *ad valorem*, for the benefit

of the copyright holder. An example may be taken to illustrate. A book issued last year cost, when imported from the United States, \$22 for one hundred copies. The duty at twelve and a half per cent was \$2.75. The retail price of the book being fifty cents, the royalty therefrom at ten per cent (as it would be if the book were republished in Canada), would be \$5. Thus securing a gain to the copyright holder of nearly one hundred per cent.

The undersigned, however, does not deem this a proper place to discuss the details of the Canadian Act; as he does not deem it the proper place to discuss the legal rights of the Canadian Parliament to pass that Act. What the Canadian Parliament and Government desire is that the right of the Parliament of Canada to legislate on this subject shall be relieved of all doubt; and there would still be left to Her Majesty's Government the same constitutional right which it has with regard to all legislation in Canada, and which, it is submitted, is sufficient to secure every reasonable requirement for the security of Imperial interests.

The undersigned stated, in his letter to Lord Knutsford in 1890, that a most respectful consideration would be given to any suggestions for the improvement of the Canadian Act of 1889 which His Lordship might think proper to make, after hearing all that might be advanced on both sides. It would seem only reasonable, at the present time, however, that after all that has taken place some step in advance should be taken towards removing Canadian grievances beyond the mere routine of inquiries, reports and suggestions. It was hoped that that stage had been reached when the report of the Royal Commission of 1876 was made, especially in view of the fact that the report of that commission was so favourable to Canadian claims.

Respectfully submitted,

(Sgd.) JNO. S. D. THOMPSON,

*Minister of Justice.*

OTTAWA, JAN., 1894.

*(Letter from Sir John Thompson to Lord Knutsford.)*

WESTMINSTER PALACE HOTEL,

LONDON, S.W., 14th July, 1890.

MY LORD,—In the report which I had the honour to make to His Excellency the Governor General of Canada in Council on the subject of copyright in Canada, dated the 3rd of August, 1889, and which was approved by His Excellency and transmitted to Your Lordship, it was asked that His Excellency's Government might be allowed to discuss the questions dealt with in that report at further length, and in further detail, if necessary, as they involved grave questions of great consequence to Canada, not only with respect to copyright, but in relation to the powers of the Parliament of the Dominion.

Having had the privilege to-day of carrying on that discussion, to some extent, with Your Lordship, I avail myself of the permission accorded me at our interview to place in writing before you some of the arguments which I am instructed by the Government of Canada to advance, in amplification of my report above mentioned.

In your Lordship's despatch of the 25th of March, 1890, in reply to the observation in that report, you called the attention of the Government of Canada to some provisions of the Copyright Act of Canada of 1889, to which you stated that special objection was felt by the proprietors of copyright in Great Britain. One of these was the limit of time [one month] allowed for the British author or publisher to republish in Canada, after publication in Great Britain. Your Lordship had been assured that in a great majority of cases it would be impracticable, within the period of one month, to make the necessary arrangements for republication in Canada, and expressed the hope that upon further consideration it might be recognized that the time proposed was insufficient. Upon this point, as well as to other details of the Act, it is unnecessary to trouble your Lordship with any argument at the present moment. The questions to be settled first, and to which I understand your Lordship to wish that I shall address myself, relate to the principle of the Act and to the power of the Government of Canada to pass it. Any details which are felt to be unfair or inadequate, in view of all the interests involved, will, I am sure, be reconsidered by the Parliament of Canada.

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At the same time I may observe that it is contended on the part of those who are interested in the publishing business in Canada, that the time referred to is not unreasonably short, and that the holder of copyright in the United Kingdom can easily make arrangements for simultaneous production in the two countries, so as to have republication made in Canada within the time specified in the Act. The time for republication must necessarily be of short duration, because during that period the importation of foreign reprints of the work, as the republication in Canada by other than the copyright holder in Great Britain is prevented, pending the exercise of the option by him as to whether he will avail himself of the Canadian copyright law or not.

On this and all other matters of detail, any suggestions which your Lordship may think proper to make will, I am sure, receive the earnest and respectful attention of the Canadian Government.

Your Lordship's despatch refers His Excellency's government, for some particulars of the objections which had been pressed on you, to a letter dated "Aldine House, Belvedere, Kent, February 20th, 1890," supposed to have been addressed to me, signed by Mr. F. R. Daldy, Hon. Secretary of the Copyright Association, but I have been unable to gather much information from that letter as to the objections which are entertained in England with regard to the Canadian Act of 1889. Mr. Daldy, and the association which he represents, are hostile to any measure by which the right of any colony to self-government on this subject may be asserted or conceded, and his letter suggests an entire abandonment of the legislation of 1889, and the adoption of further measures to carry out more strictly the existing law, which is so unsatisfactory in Canada. I may mention here, in case the fact should be of any importance, that I know Mr. Daldy's letter only by the copy appended to your lordship's despatch. If Mr. Daldy has ever sent such a letter, it has never reached me.

Coming now to a statement more in detail, than could be made at our interview, of the views which prevail in Canada on this subject, I am charged by the Canadian Government to express to your Lordship, in the strongest terms which can be used with respect, the dissatisfaction of the Canadian Government and Parliament with the present state of the law of copyright as applicable to Canada, and to request most earnestly from Her Majesty's Government that they will apply a remedy, either by giving approval to a proclamation to bring the Canadian Act of 1889 into force, or by promoting legislation in the parliament of Great Britain to remove any doubt which may exist as to the power of the parliament of Canada to deal with this question fully and effectually.

Your Lordship is aware that the Statute of 1842 (5 and 6 Victoria, chap. 45) is the Imperial Statute by which copyright in Great Britain is extended to all the colonies and dependencies of the Empire.

Any principles of common law by which authors and publishers might have claimed copyright were superseded by that Act, and copyright was given to any person who should publish a literary work in the United Kingdom, if he should be a subject of Her Majesty, or a resident of any part of Her Majesty's dominions.

I need not remind your Lordship that the operation of that Act was immediately attended with great hardship and inconvenience in the North American colonies.

The Legislature of the province of Canada, in the year 1843, passed a series of resolutions expressing a strong remonstrance, and nearly all the other legislatures in North America followed.

The Legislature of Nova Scotia, in 1845, memorialized Her Majesty for a modification of the Act. They stated that the high price of English books, and the monopoly of London publishers, which were felt to be serious grievances in the United Kingdom, but mitigated there by the periodical sales by some of the publishers and by the wide establishment of circulating libraries, clubs and reading societies, were intensified in the colony, where the importation of English editions of new books was confined to a few copies for the use of libraries and wealthy individuals, that the readers of the colony were usually supplied by American reprints of English books, and that any law of copyright to prevent the importation of such reprints could not be enforced and would be ineffectual even to extend the sale of English copies beyond the previously existing demand.



The Legislature of Nova Scotia at that time pressed upon Her Majesty's Government, not only a consideration of the general advantages of literature upon the minds of the people, but the evil tendency of the literature of a foreign, and often hostile, country, like the United States, in forming the political opinions and the tastes of the people in the provinces.

On the 27th November, 1845, Lord Stanley, Her Majesty's Principal Secretary for the Colonies, replied to this memorial from Nova Scotia, intimating that the attention of Her Majesty's Government was being directed to the state of the copyright law, in order to discover if there were any particulars in which the law might be so amended as to afford any relief to the colonies, "without promising that parliament would be recommended to alter its determination to afford protection to the authors and publishers of Great Britain of their right of property in their own productions."

On the 13th March, 1846, the Legislature of Nova Scotia again adopted a report which was transmitted to the Right Honourable Secretary of State for the colonies.

That report stated that attention had been given by the Committee to the despatch of Lord Stanley, dated the 27th November, 1845, and that they were convinced "that the practical effects of the Copyright Act were to deprive the people of the colonies of literature, whose means rendered them unable to purchase costly books issued from English publishing houses, to diminish the revenue and to encourage smuggling, without producing any corresponding benefit to the author."

These remonstrances drew from the Right Honourable Mr. Gladstone, the Secretary of State for the Colonies, a representation to the publishing trade in England that "they must be induced to modify any exclusive view which might still prevail with regard to this important subject."

At length on the 19th October, 1846, Sir Stafford H. Northcote, by direction of the Lords of the Privy Council for Trade, reviewing the contentions, which had been thus pressed upon the Home Government by the legislatures of the colonies, made the following recommendation to the Colonial Office:—

"Under these circumstances, my Lords see no course so likely to be successful as that of inviting the colonial legislatures themselves to undertake the task of framing such regulations as they may deem proper for securing at once the rights of authors and the interests of the public. My Lords feel confident that they may rely upon the colonies being animated by a sense of justice which will lead them to co-operate with this country in endeavouring to protect the author from the fraudulent appropriation of the fruits of labours upon which he is often entirely dependent, while they entertain a sanguine hope that methods may thus be discovered of accomplishing this important object with the least possible inconvenience to the community.

"I am accordingly directed to request that you will suggest, for Lord Grey's consideration, whether it might not be desirable to obtain from Parliament an Act authorizing the Queen in Council to confirm, and finally enact, any colonial law or ordinance respecting copyright, notwithstanding any repugnancy of any such law or ordinance to the copyright law of this country, it being provided by the proposed Act of Parliament that no such colonial law or ordinance should be of any force or effect until so confirmed and finally enacted by the Queen in Council, but that, from the confirmation and final enactment thereof, the copyright law of this country should cease to be of any force or effect within the colony in which any such colonial law or ordinance had been made, in so far as it might be repugnant to, or inconsistent with, the operation of any such colonial law or ordinance.

"I am, &c.,

[Signed] "STAFFORD H. NORTHCOTE."

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The following is the reply of the Colonial Office to the Board of Trade, dated 20th October, 1846 :—

*“ Colonial Office to Board of Trade.*

“ DOWNING STREET, 30th October, 1846.

“ SIR,—I have laid before Earl Grey your letter of the 19th instant respecting the operation of the imperial law of copyright in the British North American colonies.

“ His Lordship directs me to acquaint you for the information of the Lords of the Committee of the Privy Council for Trade, that he concurs in the views expressed in your letter on the subject, and that it is in his opinion preferable, after the repeated remonstrances which have been received from the North American colonies on the subject of the circulation there of the literary works of this kingdom, to leave to the colonial legislatures the duty and responsibility of enacting the laws which they shall deem proper for securing the rights of authors and the interests of the public.

“ Lord Grey, therefore, directs me to request that you would move the Lords of Committee of Privy Council for Trade to take such measures as may be expedient for submitting to the consideration of Parliament in the ensuing session a bill authorizing the Queen in Council to confirm and finally enact any colonial law or ordinance which may be passed respecting copyright, notwithstanding the repugnancy of any such law or ordinance to the copyright law of this country, and containing also the provisions mentioned in your letter in respect to the period at which such colonial law should come into operation.

“ I am, &c.,

“(Signed) B. HAWES.”

Thereupon, the following circular despatch was sent by Earl Grey to all the governors of the North American colonies :—

*“ Earl Grey to the Governors of the North American colonies.*

(Circular.)

“ DOWNING STREET, November, 1846.

“ SIR,—Her Majesty's Government having had under their consideration, the representations which have been received from the governors of some of the British North American provinces, complaining of the effect in those colonies of the imperial copyright law, have decided on proposing measures to parliament in the ensuing session, which, if sanctioned by the legislature, will, they hope, tend to remove the dissatisfaction which has been expressed on this subject, and place the literature of this country within the reach of the colonies on easier terms than it is at present. With this view, relying upon the disposition of the colonies to protect the authors of this country from the fraudulent appropriation of the fruits of labours upon which they are often entirely dependent, Her Majesty's Government propose to leave to the local legislatures the duty and responsibility of passing such enactment as they may deem proper for securing both the rights of authors and the interests of the public. Her Majesty's Government will accordingly submit to parliament a bill authorizing the Queen in Council to confirm and finally enact any colonial law or ordinance respecting copyright, notwithstanding any repugnancy of any such law or ordinance to the copyright law of this country, it being provided by the proposed Act of parliament that no such law or ordinance shall be of any force or effect until so confirmed and finally enacted by the Queen in Council, but that from the confirmation and final enactment thereof, the copyright law of this country shall cease to be of any force or effect within the colony in which any such colonial law or ordinance has been made, in so far as it may be repugnant to, or inconsistent with, the operation of any such colonial law or ordinance.

“ I have, &c.,

“(Signed)

GREY.”

After a lapse of more than forty years, I am charged with the duty of reminding your Lordship that the promise contained in that despatch of Earl Grey has never been fulfilled, and respectfully to ask its fulfilment at the hands of your government. The lapse of time which has intervened has strengthened tenfold every one of the reasons which induced it to be made. At the date of that despatch, responsible government had hardly been established in the North American colonies, now those colonies have had forty years' experience of self-government, and have a united parliament, under a most liberal constitution, a parliament possessing great powers and responsibilities, among which is expressly mentioned the subject of copyright.

The experience which has been gained of colonial legislation has, I hope, not lessened the confidence of Her Majesty's Government in the disposition of that parliament to deal justly with the interests which have been intrusted to its care, and to carry out the views of Her Majesty's Government in matters of imperial policy as far as possible.

Again, the inconveniences which were pressed on the consideration of Her Majesty's Government forty-seven years ago by the colonial legislatures have increased, notwithstanding the partial measure of relief which was accorded three years after Earl Grey's despatch, and which permitted the importation of foreign reprints of British copyright works. The price of British publications still exceeds six or seven-fold, that for which reprints are purchased in America. The system of circulating libraries and periodical sales, which gives to the British reader the benefit of British literature, has found no place in the colonies, while in Canada the means of reprinting British publications is now, though it was not then, entirely adequate to the wants of the reading public, if it be permitted to carry on operations, with a reasonable regard for the interests of British copyright holders.

In part fulfilment of the promise of Her Majesty's Government, made known through Earl Grey in the despatch above quoted, the Imperial Statute of 1847 was passed, authorizing Her Majesty, by Order in Council, to suspend that portion of the Act of 1842 which prohibited the importation of foreign reprints of British copyright works, as to any colony in which the proper legislative authority should be disposed to make due provision for securing and protecting the rights of British authors in such possession.

In the years 1848-50 Her Majesty in Council made Orders in Council suspending the prohibition contained in the Act of 1842 against the importation of such foreign reprints, the legislatures of the North American colonies having, in the meantime, provided for the collection of an impost on such foreign reprints, in favour of the author or copyright holder. This partial measure, although not a fulfilment of the promise of Earl Grey, met the principal grievance felt at that time in the North American colonies, namely, the grievance of being deprived of British literature, which could practically only be supplied to the colonies by American reprints, the publishing business of the colonies being then in its infancy.

For a time, the complaints of the colonies against the Act of 1842 ceased, in consequence of this remedial measure, but for the last twenty years and upwards the operation of the Act of 1842 even with the remedial provisions of 1847, has been seriously felt and has formed the subject of almost constant complaint. In the quarter of a century which followed the Act of 1842, new conditions of trade and commerce developed. The people of the North American provinces had not only become used to self-government, by the liberal policy of Her Majesty's Government in giving them free legislative constitutions, but they had become more independent of American industries. The necessity for encouraging native industries, instead of relying on those of the United States had also become very apparent.

The following are instances of the serious inconvenience experienced by the operation of the imperial copyright laws in North America.

The reading public of what is now the Dominion of Canada has been principally supplied with British literature by American reprints. The high prices of British editions has made this unavoidable. In spite of the pointed and repeated warnings to British publishers given by the Colonial Office for forty years, very little has been done to

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change this state of things by providing cheap editions of British works. Even to this day the English editions cost from four to ten-fold the price of American reprints. The result is that the business of publishing British literature for the Canadian reading public is done almost exclusively in the United States. The American publisher, unrestrained by any international copyright law or treaty, is free to reprint any British work and to supply it, not only to the reading public of the United States, but to the reading public of Canada, while the Canadian publisher is not free to reprint any such work on any terms, unless he can obtain the permission of the holder of the copyright in Great Britain. In some noted instances this has actually led to the transfer of printing establishments from Canada to the United States.

In other cases, English publishing houses have set up branches in New York, or other American cities, with the view of reprinting for the United States and Canada the copyright works which they have issued in London. It has been their interest to establish such branch houses in the United States, because they have obtained thereby the American market, whereas in Canada, even with the permission of the holder of the copyright, they would only have the Canadian public for purchasers, and, without that permission, could not set the type of a single page.

In many other well-known instances American authors in the United States have availed themselves of the restrictions which fetter the publishing trade in Canada, under the Imperial Copyright Acts, in a manner which is most unjust to British subjects in Canada, and presents in a striking view the arbitrary and oppressive operation of those Acts. They do so in the following manner: The Imperial Act of 1842, as interpreted by legal decisions, enables any person who resides, even temporarily, in British dominions, to obtain copyright if he publishes his work in the United Kingdom, and such copyright has force throughout the Empire. "Publishing" has been held not to mean printing necessarily, and residence may be of the most temporary character. The American authors above referred to, for the purpose of preventing their works being reprinted in the British dominions, cross the St. Lawrence, reside for a few days within the Canadian territory, send to London a few copies of their works ready to be issued there, and thereupon obtain copyright throughout the Empire. They then return to their own country, where their works have been printed and copyrighted, and send into Canada those works in the shape of foreign reprints of British copyrights, and on these the Canadian Government collects the impost in favour of the American publishers who thus enjoys copyright in his own country which is not open to any British subject, and enjoys, in the British dominions, a right of reprinting which no colonist can obtain. While this state of the law is being constantly made use of by American authors, the United States decline to enter into any international arrangement with Great Britain, and have no interest in making any, because their people can thus use the British Empire for their market without restriction, while offering no advantage in their own market in return. On the contrary, they refuse copyright to any one who is not a citizen of the United States, or who is not able to show residence, in the sense of domicile.

An American publisher, if he desires to make any arrangement with the British copyright holder for the right to reprint the work of the latter, can easily outbid the Canadian publisher not only on account of the greater facilities he possesses for the production of the book, not only on account of the more extended market which he has in the United States, but because he will have the Canadian market of five millions of readers at his command, inasmuch as the Imperial Copyright Acts forbid the reprinting of copyrighted works, but permit the importation of American reprints. In many modern instances, the British copyright holder has preferred to sell his right to an American publisher rather than to a Canadian, and has bound himself by the terms of sale to prosecute any Canadian who may reprint his work for sale in Canada, which is the operation which the American sets himself about at once.

The instances in which Canadian publishers have been able to make arrangements with copyright holders in Great Britain have been comparatively few. It is unnecessary to seek for the reason of this. It is not because Canadian publishers are unwilling to make fair terms with the British copyright holder, but because American publishers

have greater facilities, and because British authors prefer to deal with publishers in the United States. It is useless to say that it may be made to their interest to deal with Canadian publishers. or to issue colonial editions. Pressure, for forty years, by the people of British North America, and remonstrances from the Colonial Office, have been unavailing to change their practice in regard to a policy, so entirely prudent, as that of providing for the wants of the reading public of British North America.

Having stated these facts, illustrative of the inconvenience imposed on Canada by the Imperial Copyright Acts, your Lordship, I hope, will appreciate the urgent desire of the Canadian Government, that a remedy should be applied as soon as possible. If the principal supply, for the reading public of Canada, must, by virtue of imperial legislation, come from the United States, it follows that the business of publishing for Canada is far more restricted than it ought to be, considering the wants of the people of that country, and the means they have of supplying themselves, and it follows that encouragement is continually being given, in an increasing degree, to all those who are engaged in any of the employments which form part of book-making, to seek a home for themselves and their families in the United States, in preference to Canada. Over-weighted as we continually are, by reason of the vast competition of the United States in every branch of trade, industry and commerce, your Lordship will not wonder at our being disposed to complain when, in regard to so important a matter as the furnishing of literature for our people, we are hindered by a monopoly, nominally in favour of the London publishers, but really and practically in favour of the publishers in the United States, and when we are held in that position by virtue of an Imperial Statute passed nearly half a century ago, when the wants and capabilities of the people of British North America were greatly different from what they are now, when the population of British North America was only a fraction of what it is now, and when the powers of its people, as regards self-government, had hardly begun to exist, while they are now fully developed.

I proceed now to show that the request which I am urging upon your Lordship, by direction of the Canadian Government, was pressed on Her Majesty's Government immediately after the Dominion of Canada was established, has been pressed at many times since and has always been met in a manner which justifies the hope that compliance with our request will not now be longer delayed.

On the 15th May, 1868, the Senate of Canada passed an humble address to His Excellency the Governor General, as follows :

“THE SENATE, 15th May, 1868.

“1st. To call the attention of Her Majesty's Government to the provisions of the Imperial Act 10 and 11 Vic., c. 95, by which power is given to Her Majesty to approve of any Act passed by the legislature of any British possession, admitting into such possession foreign reprints of British copyright works, provided that reasonable protection to the authors is, in Her Majesty's opinion, thereby secured to them.

“2nd. To impress upon Her Majesty's Government the justice and expediency of extending the privileges granted by the above cited Act, so that whenever reasonable provision and protection shall, in Her Majesty's opinion, be secured to the authors, colonial reprints of British copyright works shall be placed on the same footing as foreign reprints in Canada, by which means British authors will be more effectually protected in their rights, and a material benefit will be conferred on the printing industry of this Dominion.

“Ordered, That such members of the Privy Council as are members of this House do wait on His Excellency the Governor General with the said address.

“Attest.

(Signed.) “F. TAYLOR.

“Clerk, Senate.”

In June, 1868, Mr. Rose, then Canadian Minister of Finance, being in London, was referred to by the Colonial Office for information on the subject of this address, and in a memorandum, dated the 30th of that month, he stated, briefly, the inconveniences

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which were felt in Canada, and he declared the desire of Canada to be, in accordance with the address of the Senate, that the Canadian publisher be permitted to reprint English copyrights on taking out a license, and paying an excise duty, effectual checks being interposed, so that the duty on the number of the copies actually issued from the press should be paid to the Canadian Government by such publishers for the benefit of the author.

A letter from the Colonial Office to the Board of Trade stated that consideration ought to be given to the course which should be taken with regard to the recommendation of the Senate of Canada, that colonial reprints of copyrighted works be placed on the same footing as foreign reprints in the Dominion, and the Duke of Buckingham and Chandos, then Her Majesty's Principal Secretary of State for the Colonies, would be glad to be informed whether the memorandum submitted was sufficient to enable their Lordships of the Board of Trade to form an opinion on this question.

On the 21st July, 1868, His Grace informed the Governor General of Canada, that he was in communication with the Board of Trade, with regard to the recommendation of the Senate, and would apprise His Excellency of the result, so soon as he was placed in possession of their Lordships' views.

The reply of the Board of Trade, dated 22nd July, 1868, was that the question raised was far too important and involved too many considerations of imperial policy to render it possible to comply with the desire expressed by the address of the Senate, that legislation should be obtained during the then present session of parliament.

It was further stated to be most desirable that the Canadian question should be considered in connection with any negotiations with the United States with regard to copyright. The letter contained the following paragraph which stated in substance the disposal of the question at that time ;

"My Lords, however, fully admit that the anomalous position of Canadian publishers with respect to their rivals in the United States of America, is a matter which calls for careful inquiry ; but they feel that such an inquiry cannot be satisfactorily undertaken without at the same time taking into consideration various other questions connected with the imperial laws of copyright, and the policy of international copyright treaties, and they are, therefore, of opinion that the subject should be treated as a whole, and that an endeavour should be made to place the general law of copyright, especially that part of it which concerns the whole continent of North America, on a more satisfactory footing."

The Duke of Buckingham and Chandos on the 31st July, 1868, sent the Governor-General of Canada the following formal reply :

"Your Lordship will perceive that any immediate legislation on the matter was impossible, but that the anomalous position of the question in North America is not denied, and that it is admitted that the law of copyright generally may be a very fit subject for further consideration."

On the 9th April, 1869, the Government of Canada again moved in the matter, transmitting to the Colonial Office a memorandum by the Minister of Finance in reply to the communication from the Board of Trade above referred to, and on the 27th July, 1869, the Board of Trade made an extended reply, to which I beg to refer your Lordship, as showing that the request which had been made from Canada in 1868, and which is still being pressed, was not controverted on its merits, but was deferred in the hope that presently some international arrangement might be made with the United States and under the impression that it would be unwise to deal with the Canadian question while the probability of such an arrangement was in view. The following passage from that communication bears this out, and sets forth a summary of the conclusions at which the Lords of Trade had arrived :

"Under these circumstances the balance of the argument is, in the opinion of the Lords of Trade, against any immediate adoption of the Canadian proposal. The truth is that it is impossible to make any complete or satisfactory arrangement with Canada unless the United States are also parties to it. Whatever protection is to be given to authors on one side of the St. Lawrence must, in order to be effectual, be extended to the other ; and it is consequently impossible to consider this question without also con-

sidering the prospects of an arrangement between Great Britain and the United States. There are symptoms of the possibility of such an arrangement. In 1853-54, an International Copyright Convention was signed between the two governments, but was allowed to drop. In the last session of the United States Congress a bill was introduced providing for international copyright in the United States. It required republication and reprinting in the United States as a condition of copyright there, and it was in this respect objectionable. But the correspondence showed that there was a considerable interest in the question, and it was evident that the Americans were feeling the want of an international arrangement on the subject."

Accordingly on the 20th October, 1869, Earl Granville informed the Governor General of Canada that the matter was one of some difficulty, and that Her Majesty's Government felt it necessary to obtain further information before deciding on the proposal of the Canadian Government, but that, in the meantime, action might be taken as to a portion of the imperial law which was not affected by the difficulties surrounding the present question, namely, that while, by the present law, publication in the United Kingdom gave copyright throughout the Empire, publication in a colony could not give rights outside the limits of the colony; and he stated that Her Majesty's Government were prepared to take steps, during the next session, to amend the law in that particular.

On the 20th December, 1869, the Governor General of Canada transmitted a number of documents, one of which was an address which he had received from the Typographical Union of Montreal, setting out in strong terms the prejudicial effects of the Imperial Copyright Acts in Canada. His Excellency had promised, in reply, that he would not fail to draw the attention of the Privy Council to the point thus raised.

His Excellency also transmitted at the same time, a report from the Minister of Finance on the first communication from the Board of Trade above mentioned.

The Minister remonstrated against the Canadian request being delayed for the action of the United States. He said: "In reference to the second objection urged against the desired change in the law, the undersigned is ready to admit that Canada ought not to ask for, and should not expect to receive any privilege which could reasonably be held to prejudice, or postpone the satisfactory adjustment of the great question of international copyright between England and the United States. But he is unable to see how the change in the law asked for could have any such effect, especially if it were provided that the privilege accorded to Canadian publishers should be provisional and temporary, to determine on the conclusion of an international treaty of copyright between the two countries."

"Under such limitations would not the granting of the privilege asked for on behalf of Canadian publishers operate rather to bring about the conclusion of an international copyright treaty, than to postpone or prevent it? If Canadian publishers were placed on the same footing as their American rivals the latter would be, to a very great extent, deprived of the pecuniary benefits resulting to them, in the absence of any international copyright treaty from their piracy of the works of English authors."

On the general question which I have already discussed, the minister made use of the following expressions, which I cite for the purpose of showing that they are not now advanced for the first time to Her Majesty's Government, and that these are not newly discovered grievances:

"At present the Canadian public are mainly dependent on the supply, even of foreign literature for which a copyright may be obtained in England, on the reprints from the United States.

"It may be argued in answer to these objections that the Canadian publisher may make arrangements with the author for permission to publish; but as the law now stands there is no motive or inducement either for the author to concede, or the publisher to obtain this sanction; the author has already made, or can make his arrangements with the foreign publisher, who knows that circumstances will give him a large circulation in the Canadian markets, and that even the slight proportion of duty collected will be paid by the Canadian reader, because republication is there forbidden.

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"At present the foreign publisher, having a larger market of his own, and knowing the advantages of access to the Canadian market, can hold out greater inducements to the author than the colonial publisher, and can afford to indemnify the author for agreeing to forego taking out any copyright and to abstain from printing in Canada."

The Minister concluded his report, which had the approval of His Excellency in Council, as follows:—

"Having considered the arguments advanced against the modification of the copyright law asked for in the address of the Senate, the undersigned would recommend that the attention of the imperial authorities be once more invited to the subject, and that they may be earnestly requested to accede to the application of the Senate, upon the understanding, if thought proper, that the change in the law, if made, should be temporary, to be determined upon the conclusion of any international copyright treaty between England and the United States.

"In conclusion the undersigned may be permitted to note the fact that, during the last few months, the present subject has been largely discussed in the leading journals of Canada as well as at public meetings. The public sentiment throughout the country is, that the privilege asked for is fair and reasonable in itself, and that the granting of it would not only promote the interests of the English authors, but give an impetus to the publishing and printing trade, and other cognate branches of Canadian industry, and would be calculated to increase the circulation in Canada of the best British works, and to foster the literary tastes, and develop the literary talents of the Canadian people."

At this stage the British publishing interest intervened, and pressed upon the Lords of Trade, who in their turn pressed upon the Colonial Office the propriety of compelling the colonies to accept the modification of the imperial copyright laws which had just been offered to them without any demand for concession in return, and which was obviously required by the commonest principles of justice, namely, the concession of publication in the colony should be equivalent of publication in Great Britain, on condition only that the colonies should give up their right accorded under the Act of 1847 to import foreign reprints.

When so little was being conceded, in answer to the repeated requests of Canada for the right to supply our people with reprints, it would have been doubtful whether the Canadian Government would have expressed its acquiescence in a measure so comparatively unimportant, but when that concession became coupled with a condition which would have made the Imperial Copyright Acts absolutely unbearable and unenforceable, only one reply was possible, and that reply was the one which was transmitted from Canada on the 1st of July, 1870, stating that while there could be no objection to the proposed bill, making publication in the colony equivalent to publication in the United Kingdom, taking into consideration the suggested repeal of the Imperial Copyright Act of 1847, it was highly inexpedient that legislation should take place at that time.

Lord Kimberley requested the Governor General of Canada on the 29th July, 1870, to forward to him a full statement of the views of the Canadian Government on the question, in order that it might be considered before the next session.

Accordingly, on the 30th November, 1870, a joint report of the Ministers of Finance and Agriculture was adopted by His Excellency in Council, the substance of which is contained in what here follows:—

"What the undersigned would venture to suggest is that the duty on the reprints of books first published either in Great Britain or its dependencies, when imported from foreign countries, should be materially increased; and that it should be levied in all cases for the benefit of the author or owner of the copyright, should such exist; and that to prevent evasion of the law a declaration should be required from importers, that any works which they may claim to import free of such duty have never been published either in Great Britain or in British dependencies; that foreign reprints of works published in Canada should be wholly prohibited; that any author publishing in Canada should be, as at present, protected in his copyright but that unless British copyright works should be published concurrently in Canada, licensed Canadian publishers should be allowed to publish, paying, for the benefit of the author or owner of the English



copyright, an excise duty, which could be collected by means of stamps as easily as other duties of a similar kind. The undersigned have no doubt that such a scheme as that which they have suggested could be carried into practical effect with great advantage to the English authors, who, as a rule, would sell their copyrights for Canada to Canadian publishers. It is true that British publishers would not gain that colonial circulation which they have long tried to obtain without success; but it is vain for them to expect that the expensive editions published in England can meet a sale in any part of the American continent.

"The undersigned therefore, recommend, that Your Excellency should acquaint Her Majesty's Principal Secretary of State for the Colonies, that there is no probability of the Dominion Parliament consenting to any measure for enforcing British copyright in Canada, unless it provides for local publication; and that while the Canadian Government will be ready to introduce a measure that will be of great advantage to British authors, they must, in reference to foreign reprints, have regard to the interests of Canadian as well as the British publishers."

In 1872 the Government of Canada were still without a definite reply to the request which had been made by the address of the Senate in 1868, and which had been reserved, as above stated, by Her Majesty's Government until further information could be gathered, and until the result of negotiations with the United States might be known.

On the 14th of May of that year, the following report of a Committee of the Privy Council of Canada was approved by the Governor General and transmitted:

"On a memorandum, dated 10th of May, 1872, from the Honourable the Ministers of Finance and Agriculture, reporting that much anxiety had been manifested by Houses of the Canadian Parliament on the unsatisfactory state of the Imperial Copyright Act, that as no reply had yet been received to the approved report of the Committee of the Privy Council, dated 1st of December, 1870, they think it desirable that the attention of Her Majesty's Government should again be called to the subject.

"That they have reason to believe that a good deal of discussion has taken place in England among the parties interested in copyright, and that the result of that discussion has been a considerable accession to the ranks of those who are in favour of the proposition submitted by them in the report already referred to.

"That it is apparent that the class which alone has a just claim to protection, viz., authors, have at length been convinced that their interests are not promoted by the maintenance of the present system.

"That it is no doubt true, that the principal owners of copyrights are the London publishers, but it is, they state, equally true that those publishers have never paid to the authors one single pound more for their copyrights in view of circulation in Canada.

"That it cannot be denied that the Canadian demand for concurrent publication in Canada should alone entitle the author to the benefit of copyright. That under the present system, which is wholly indefensible, and which is objected to, as well by the English publishers as by the Canadian publishers, the latter are treated with the greatest injustice.

"That it has long been the custom for the owners of English copyright to sell to American publishers advance sheets of their works, and when Canadian publishers have offered to acquire copyright in Canada by purchase, they have been told that the arrangements made between English and American publishers were such as to prevent negotiations with Canadians.

"That Canada has passed a law by which British authors can secure copyright in Canada, and has further expressed a readiness, where authors do not choose to take out copyright, to secure adequate compensation to them by means of an excise tax on all English copyright works for the benefit of the authors.

"They, the ministers, recommend that a further appeal be made to Her Majesty's Government to legislate upon this subject without further delay.

"The Committee concur in the foregoing report, and submit the same for your Excellency's approval."

In the session of the Canadian Parliament of 1872, a copyright bill was passed, in substance and principle like the Act of 1889. This was reserved by the Governor for the signification of Her Majesty's pleasure.

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In May, 1874, the pleasure of Her Majesty not having been communicated, and in view of the fact that the two years, within which the royal assent might be given to it would expire on the 14th of June, 1874, addresses to His Excellency the Governor General were presented by the Senate and by the House of Commons, respectively, asking him to convey to Her Majesty's Principal Secretary of State for the Colonies, the respectful expression of the necessity felt by the Senate and the House of Commons, that the bill passed in the session of 1872 should not be allowed to lapse, by the expiry of the two years' limitation, specified in the 57th section of the British North America Act of 1867, and begging to assure His Excellency that important interests in the Dominion were prejudiced by the absence of legislation such as that bill contemplated.

The answer was communicated on the 15th of June, 1874, by Lord Carnarvon, stating that the Imperial Act of 1842 was still in force throughout the British dominions in so far as to prohibit the printing of a book on which copyright subsisted under that Act, and that he had been advised that it was not competent for the Parliament of Canada to pass such a measure as the Act of 1872, inasmuch as its provisions would be in conflict with imperial legislation, and that he had no alternative but to advise Her Majesty that her assent could not properly be given to the bill.

Lord Carnarvon closed his dispatch with the following paragraph, which, I respectfully submit, is a renewal of the promises often made in connection with this subject :

"I am aware that the subject of colonial copyright has long been under consideration, and that attempts were made by Her Majesty's late government, in connection with yourself and your ministers, to arrive at a settlement of this difficult and most important question. I will only now express my readiness to co-operate, and my confident hope that we may without difficulty be able to agree in the provisions of a measure which, while preserving the rights of the owners of copyright works in this country under the Imperial Act, will give effect to the views of the Canadian Government and Parliament."

Pending the fulfilment of the promises thus renewed by Lord Carnarvon, the Parliament of Canada, in 1875, passed a bill, on the subject of copyright in Canada, which was carefully drawn to avoid, as far as possible, conflict with imperial legislation. In order to remove any doubts as to the validity of this bill, an Imperial Statute was passed to authorize its being assented to. This latter is known in Great Britain as the "Canadian Copyright Act of 1875." It authorized Her Majesty to assent to the reserved bill, but forbade the importation into the United Kingdom of colonial reprints of any work which might be copyrighted in Canada, and for which copyright subsisted in the United Kingdom. It placed, practically, the production of such works in Canada on the same footing as foreign reprints. The Canadian Act of 1875 then received royal assent.

It is unnecessary that I should refer in detail to this Act, but it may be proper to state that it seems most liberal and fair in its provisions. It permits an author at any time, having printed his book in Canada, to obtain copyright there. It permits the original author's edition to be imported at all times, so that superior and revised editions may always be procured.

It established interim copyright, so as to protect a work while passing through the press. It provided for temporary copyright to cover the case of works published in serial form, and it extended all the privileges of copyright in Canada to any British subject, and to the subjects of any country which has a treaty on this subject with Great Britain, and thus removed one of the objections which had been taken in earlier times to the effect which Canadian copyright legislation might have on negotiations with the United States, if such legislation should permit the reprinting of works copyrighted in the United States.

It was felt that, pending the question of the Dominion being free to legislate on the subject of copyright generally, it was important to have a Canadian copyright system, inasmuch as, since the Imperial Act of 1842, works published in the United Kingdom had copyright in all the colonies, while, for a work published in any one of the colonies, it was impossible to obtain copyright in the United Kingdom. Our Act,

consequently, gave local copyright, protecting the work printed in Canada, and prevented the importation of republications of any such work after it should have obtained the local copyright, as the Imperial Act prevented the importation of works which had obtained a British copyright.

I now beg to refer your Lordship to the proceedings of the Copyright Commission of 1876, of which your Lordship was a very prominent member, and in which Canada was represented by the late Sir John Rose. In the portion of the report of that commission which deals with the branch of the subject falling under the head of "colonial copyright" some most important statements and recommendations are made.

First, at section 184, it is admitted that "it is highly desirable that the literature of this country should be placed within easy reach of the colonies, and that with this view the Imperial Act should be modified, so as to meet the requirements of colonial readers.

In sections 186, 187 and 188, the following passages occur, which I now beg to cite as confirmation of the narrative which I have given in the early part of this letter, of the effects which immediately followed the Imperial Act of 1842, and as showing that the Canadian Government is now but reiterating an oft-repeated statement, the truth of which has long been established and admitted:—

"186. These means are not available, and indeed are impracticable, owing to the great distances and scattered population, in many of the colonies, and until the cheaper English editions have been published the colonial reader can only obtain English copyright books by purchasing them at the high publishing prices, increased as those prices necessarily are by the expense of carriage and other charges incidental to the importation of the books from the United Kingdom.

"187. Complaints of the operation of the Copyright Act of 1842 were heard soon after it was passed, and from the North American provinces urgent representations were made in favour of admitting into those provinces the cheap United States reprints of English works. In 1846 the Colonial Office and the Board of Trade admitted the justice and force of the considerations which had been pressed upon the Home Government, 'as tending to show the injurious effects produced upon our more distant colonists by the operation of the imperial law of copyright.' And in 1847, an Act was passed 'To amend the law relating to the protection in the colonies of works entitled to copyright in the United Kingdom.'

"188. The principle of this Act, commonly known as the 'Foreign Reprints Act,' is to enable the colonies to take advantage of reprints of English copyright books made in foreign states, and at the same time to protect the interests of British authors."

The result of the "Foreign Reprints Act" is thus stated in sections 193 and 194:

"193. So far as British authors and owners of copyright are concerned, the Act has proved a complete failure. Foreign reprints of copyright works have been largely introduced into the colonies, and notably American reprints into the Dominion of Canada, but no returns, or returns of an absurdly small amount have been made to the authors and owners. It appears from official reports that during the ten years ending in 1878, the amount received from the whole of the nineteen colonies which have taken advantage of the Act, was only £1,155 13s. 2½d., of which £1,084 13s. 3½d. was received from Canada, and that of these colonies seven paid nothing whatever to the author, while six now and then paid small sums amounting to a few shillings.

"194. These very unsatisfactory results of the 'Foreign Reprints Act,' and the knowledge that the works of British authors, in which there was copyright, not only in the United Kingdom, but also in the colonies were openly reprinted in the United States, and imported into Canada without payment of duty, led to complaints from British authors and publishers, and strong efforts were made to obtain the repeal of the Act."

The request which I have been pressing in this letter, and the grievances which the Canadian Copyright Act of 1889 was intended to remove, are thus summarized in section 195 and the two following:—

Section "195. A counter complaint was advanced by the Canadians. They contended that although they might still import and sell American reprints on paying the duty, they were not allowed to republish British works, and to have the advantage of

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the trade, the sole benefit of which was, in effect, secured for the Americans. In defence of themselves against the charge of negligence in collecting the duty, they alleged that owing to the vast extent of frontier and other causes, and also from the neglect of English owners of copyright to give timely notice of copyright works to the local authorities, they had been unable to prevent the introduction of American reprints into the Dominion."

Sec. "196. The Canadians proposed that they should be allowed to republish the books themselves under licenses from the Governor General, and that the publishers so licensed should pay an excise duty of 12 per cent for the benefit of the authors. It was alleged that by these means the Canadians would be able to undersell the Americans and so effectually to check smuggling, and further that the British author would be secured his remuneration, as the money would be certain to be collected in the form of an excise duty, though it could not be collected by means of the customs. Objections, however, were made to the proposal, and it was not carried out."

"197. These considerations led to the suggestion that republication should be allowed in Canada under the author's sanction, and copyright granted to the authors in the Dominion, and upon this a question arose whether Canadian editions which would be probably much cheaper than the English, should be allowed to be imported into the United Kingdom and the other colonies."

The report then proceeded to state the substance of the Canadian Act of 1875, and intimated, what was no doubt correct, that too short a time had elapsed, since its sanction, to ascertain its full effect.

In sections 206, 207 and 208 the following liberal recommendations were made in favour of the colonies :

"206. We recommend that the difficulty of securing a supply of English literature at cheap prices for colonial readers be met in two ways : 1st, by the introduction of a licensing system in the colonies ; and, 2nd, by continuing, though with alterations, the provisions of the 'Foreign Reprint Act.'

"207. In proposing the introduction of a licensing system, it is not intended to interfere with the power now possessed by the colonial legislatures of dealing with the subject of copyright work, so far as their own colonies are concerned. We recommend that, in case the owner of a copyright work should not avail himself of the provisions of the copyright (if any) in a colony, and in case no adequate provision be made by republication in the colony or otherwise, within reasonable time after publication elsewhere, for a supply of the work sufficient for general sale and circulation in the colony, a license may, upon application, be granted to republish the work in the colony, subject to a royalty in favour of the copyright owner, of not less than a specified sum per cent, on the retail price, as may be settled by any local law. Effective provision for the due collection and transmission to the copyright owner of such royalty should be made by such law.

"208. We do not feel that we can be more definite in our recommendation than this, nor indeed do we think that the details of such a law could be settled by the Imperial Legislature. We should prefer to leave the settlement of such details to special legislation in each colony "

I am unable to find that these recommendations were dissented from by any member of the Commission, even by the gentleman who represented the Copyright Association of Great Britain, and whose letter is annexed to your Lordship's despatch of the 25th March last.

The report seems to have been concluded on the 25th May, 1878, but the recommendation which I have quoted, like so many others in favour of the colonies on the subject of copyright, has unfortunately, not been carried into execution.

Your Lordship cannot then be surprised that after Earl Grey's promise of more than forty years ago, and after more than twenty-two years of agitation on the part of Canada, by addresses from both branches of our Parliament, by memoranda from our Ministers of Finance and Agriculture, by Minutes of Council, and by Statutes passed unanimately in both Houses, introduced by three successive governments, representing opposite political opinion, and with encouragements held out at every stage of the

agitation to expect a reasonable and favourable consideration of our representations by Her Majesty's Government, the Canadian Parliament believed in 1889, that the Act then passed, to give effect to what had so often been asked for, to what had never been refused, and to what had been recommended by the highest authorities in Great Britain, after most mature deliberation should receive a favourable consideration at the hands of Her Majesty's Government, when the Government of Canada asked for the assent of Her Majesty's Government to the issue of a proclamation to bring it into force.

I respectfully refrain from discussing here the legal difficulties by which your Lordship has been impressed, as to the power of the Parliament of Canada to pass such an Act, because I understand that I have your Lordship's permission, to discuss that subject separately, and because it in no way relates to the principle under discussion on this occasion.

Hitherto it has always been either assumed on the part of Canada and Great Britain, or distinctly asserted on the part of Great Britain, that Canada had not the power to pass such an Act, but hope has always been held out that Canada should obtain the power, and I therefore submit, that if your Lordship should continue to be of the opinion that the power does not exist, you will promote legislation to set that question finally at rest, by conferring the power, and that if you should be of the opinion that the power may exist, you will advise Her Majesty to consent to the issue of a proclamation to bring the Act of 1889 into force, under the assurances which have been offered, that a most respectful consideration will be given to any suggestion for the improvement of the measure which your Lordship may think proper to make, after hearing all that may be advanced on both sides.

In the despatch of the 25th March, your Lordship suggested that the Government of Canada would doubtless fully consider whether it would not be well, and be desirable, to leave the law as it now stands, until it should be seen what action would be taken in the United States on the subject of copyright. The action of the United States has since been announced. It is the action which has followed every attempt to establish a copyright arrangement with the United States during the last twenty-five years. The only measure which has ever been offered in the United States Congress, looking to international arrangement, or forming, in any way, the basis for international arrangement, has exacted, as an indispensable condition to American copyright (whether treaty or statutory) reprinting in the United States. Those who are most intimately acquainted with the state of public opinion in that country are confident that that condition will never be dispensed with. We have seen that every measure looking to an international arrangement, even with that condition included, and even the measure which was pending when your Lordship's despatch was written, has been rejected by Congress.

It is not too much then, I hope, to ask that a final decision of the case of Canada should no longer be postponed to await the action of the United States.

Permit me to add, in this regard, a repetition of two points, which I have already hinted at.

First, that the present policy of making Canada a market for American reprints, and closing the Canadian press, for the benefit of the American press, in regard to British copyright works, has a direct tendency to induce the United States to refuse any international arrangement; second, that inasmuch as the existing Canadian copyright law affords protection to the copyright holder in every country which may make a treaty with Great Britain, it cannot be suggested, as it once was, that self-government in Canada, on this subject, would, in the least, impede negotiations with the United States for an international arrangement.

I have the honour to be, my Lord,  
Your Lordship's obedient servant,

(Sd.) JNO. S. D. THOMPSON,  
*Minister of Justice for Canada.*

To the Right Hon. Lord KNUTSFORD,  
Her Majesty's Principal Secretary of State  
for the Colonies, Downing street.

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### APPENDIX C.

#### AN ADDRESS FROM THE IMPERIAL FEDERATION LEAGUE OF CANADA, AT TORONTO.

On the morning of the 12th July, 1894, the delegates to the Colonial Conference were presented with an address by the Imperial Federation League of Canada at Government House, Toronto. The gentlemen who represented the league were: Bishop of Toronto, Messrs. S. G. Wood, N. D. Davidson, C. J. Campbell, J. T. Small, Castell Hopkins, J. P. Murray, A. R. Boswell, Q.C., J. H. Mason, O. A. Howland, M.P.P., P. H. Drayton, J. A. Worrell, Q.C., Barlow Cumberland, E. M. Chadwick and others.

The address which they presented was as follows:—

*Mr. Bowell and Gentlemen.*

The Imperial Federation League in Canada desire to take advantage of the first opportunity afforded them to express their gratification at the recent conference held at Ottawa, and to welcome as practical exponents of imperial unity the delegates from the great states of the empire.

The league cannot but express its congratulations at the marvellous stride which has thus been taken towards the attainment of a closer union, as well as the hope that the delegates will recognize in the lesser federation which has been successfully accomplished in Canada under great difficulties, an earnest of the attainment of the greater union, for the promotion of which the league exists.

To those who have the honour to address you the idea of the unity of the empire brings sacred memories of the past as well as invincible hopes for the future.

Little more than a hundred years ago the men who came in and possessed this land gave up home, possessions and country, and, bearing the name of the United Empire Loyalists, left a smiling land for what was then a wilderness, rather than abandon the flag of England and enjoy peace and plenty among a people which had declared itself alien to the traditions and government of England.

It is scarce four score years since the tide of war brought by the nation to the south swept over this country and the clash of arms was heard on the very ground on which we stand to-day.

It was here in Toronto, when the war threatened, that General Brock, whose noble monument you saw yesterday adorning the Heights of Queenston, the scene of his greatest victory, used these memorable words: "By unanimity and despatch in our counsels and by vigour in our operations we may teach the enemy this lesson: that a country defended by free men, enthusiastically devoted to the cause of their king and constitution, can never be conquered," words which may well be treasured as a heritage of our race.

Our country thus occupies a position perhaps different from that of any other colony. And recent happy events which tend so strongly to consummate the hopes of our forefathers for a united empire give us a great and a peculiar joy, as we see the links of the chain now extending around the world being so surely and firmly welded together.

It is felt that the labours of those who, during the last ten years have striven in all parts of the empire for closer union have not been in vain, and that the policy commenced by the construction of the Canadian Pacific railway and its use as an imperial highway, continued in the holding in London of the Colonial Exhibition of 1886, the meeting of the Colonial Conference of 1887, and the recent completion of the Imperial Institute has reached in this conference a stage from which magnificent and enduring results may be confidently expected.

It is our earnest hope that gatherings such as this conference will soon be crowned by the establishment of a permanent body, in which all the great questions affecting the commerce and welfare of the empire will be dealt with, so that the subjects of one sovereign, under the prestige and historic memories of a great nationality, shall be able to speak with one voice as a united empire.

On behalf of the Imperial Federation League in Canada.

C. J. CAMPBELL,  
*Chairman of Committee.*

J. CASTELL HOPKINS.  
*Acting Honorary Secretary.*

JOHN T. SMALL,  
*Honorary Treasurer.*

Hon. MACKENZIE BOWELL, in replying, said: On behalf of the conference which has just closed its labours in Ottawa, I offer you hearty thanks for the address which has just been read, proving, as it does, the high spirit of loyalty which characterizes the Canadian people and their love for the highest interests of the British Empire. We sincerely hope that your aspirations may be realized in the near future. The question of imperial federation has been viewed by some with suspicion, by others with doubt, and by those who share your ambitions with hope. It is a question involving a great change in the policy which now governs the empire, and while we may have conflicting views as to the means by which the end may be reached, we earnestly wish you success in your efforts to secure the perfect unity of the empire in all that makes for the growth of its trade and the advancement of all its material interests. We share with you the sentiment of brotherly love which is breathed in your address, and which is bringing the widely separated parts of the empire nearer and nearer together. You have referred to the United Empire Loyalists. I never hear that name without being thrilled with admiration for those noble men and women who left comfortable homes across the line and took up life in what was then the wilderness of Canada, in order that they might not be forced to live under a foreign flag or take up arms against the mother country. No one can read the history of that movement without admiring the devotion to country which sustained those pioneers in the sufferings which their loyalty brought upon them. I shall not detain you further than to wish you godspeed in the objects you have in view, and whether that federation may be of the character you desire or not, it is at least true that we all desire to see every branch of the English speaking people in Her Majesty's dominions united by one grand bond, so that their influence and power may be exercised for the strengthening and advancement of the British Empire. (Applause.)

SIR HENRY WRIXON, replying on behalf of the colonies, said: I esteem it an honour to say a word or two on behalf of the Australian delegates. We recognize your courtesy in waiting on us this morning and we cordially reciprocate your sentiments and good wishes for the unity of the empire. Although we live in an outlying and distant part of that empire, we dearly prize the honour of belonging to it. It is an empire on which has been truly said the sun never sets, and under whose flag is spoken every language on earth. If anything were needed to give us an idea of the grandness of that empire it is to realize, as we go through your great Dominion—in itself almost a kingdom—that it is but a small part of the great nation to which we belong. (Applause.) Nothing since our leaving home has struck us more forcibly than the men who inhabit the Dominion of Canada. We have seen wonders in nature and the wealth which your country contains. Your scenery is beyond that of any part of the world. These things are grand, but let me say that they do not make a nation. It is not the fertility of the soil, the richness of mines nor great waterways that make a nation. It is the people who make a nation. We know that wealth and fertility of land have marked nations which fell into decay; but here we have seen in your people all the elements of progress and growth. We have seen that you are thoroughly Anglo-Saxon in character and filled with that determination which has made the motherland and which has been exemplified

## Colonial Conference.

in the deeds commemorated by that noble statue we saw at Queenston Heights yesterday—the monument to General Brock. In conclusion, let me say, that we Australians hope we may be found not unworthy brothers of yourselves and members of this great empire.” (Applause.)

Mr. BOWELL explained the reasons which accounted for the absence of the Earl of Jersey and two or three other members of the colonial conference.



## APPENDIX "D."

Acting on instructions given by the resolution of the conference, the following advertisement has been inserted in the *Times*, the *Canadian Gazette*, the *Electrical Review* and *British Australian* of London :—

## THE PACIFIC CABLE.

The Government of Canada invites cable manufacturing contractors and others to state the terms upon which they will be prepared to lay, and maintain in efficient condition, a submarine electric cable across the Pacific from Canada to the Australasian Colonies.

General conditions under which the offers are to be made may be ascertained on application at the Department of Trade and Commerce, in Ottawa, or at the office of the High Commissioner for Canada in London.

Offers addressed to the undersigned will be received by him until November 1st, 1894.

MACKENZIE BOWELL,

*Minister of Trade and Commerce.*

OTTAWA, August 6th, 1894.

## GENERAL CONDITIONS.

1. At the Colonial Conference, held in Ottawa between June 28th and July 8th (inclusive), a series of resolutions were passed relating to the Pacific cable (copies appended). It was resolved, among other things, that immediate steps should be taken to provide direct telegraphic communication between the Dominion of Canada and the Australasian colonies. At the unanimous request of the delegates present at the conference, the duty of giving effect to the resolutions passed, and the views expressed, devolved upon the Canadian Government.

2. In order to obtain definite data to enable the governments concerned to consider and adopt the best means of carrying out the undertaking, the Canadian Government deems it expedient to invite proposals for establishing the cable, in three different forms, viz. :—

FORM A.—*The cable to be owned and controlled by government ; to be worked under government authority, and to be kept in repair by the contractor for three years.*

Cable manufacturing contractors to state the lowest cash price for which they will be prepared to supply and lay the cable, the terms and conditions upon which they will guarantee its permanency, and the annual payment for which they will maintain it in efficient condition for three years after the whole line shall have been completed and put in operation.

FORM B.—*The cable to be owned, maintained and worked by a subsidized company.*

The contracting parties to find the capital, establish, work and maintain the cable in efficient condition, for a subsidy to be paid to them annually for a term of years, by the contributing governments. The offers to state the amount of subsidy to be paid yearly, and the number of years it is to be paid. The maximum rates to be charged on messages to and from Great Britain and the Australasian colonies, shall be as follows :—Three shillings per word for ordinary telegrams ; two shillings per word for government telegrams ; and one shilling and six pence for press telegrams. The charges on messages between Canada and the colonies to be proportionate.

## Colonial Conference.

FORM C.—*The cable to be owned, maintained and worked by a company, under a government guarantee.*

The contracting parties to find the capital, establish, work and maintain the cable in efficient condition. The offers to state what guarantee of gross revenue will be required; the difference between gross earnings and the amount guaranteed to be made good each year to the company by the contributing governments. The rates to be charged for the transmission of messages to and from Great Britain and the Australasian colonies shall be as follows:—Three shillings per word for ordinary telegrams; two shillings per word for government telegrams; and one shilling and sixpence per word for press messages. Trans-Pacific messages to be charged at proportionate rates. The tariff of charges to be approved and not changed unless by governmental sanction.

### ROUTE OF CABLE.

Offers will be received for laying the cable on each of the routes described as follows:—

#### *Route No. 1.*

Commencing at Vancouver Island the cable to extend to Fanning Island, thence to a suitable island in the Fiji Group. From Fiji to Norfolk Island, and at that point the route will bifurcate to the northern part of New Zealand, and to a convenient point near the boundary between New South Wales and Queensland.

	Knots.
Vancouver Island to Fanning Island.....	3,232
Fanning Island to Fiji.....	1,715
Fiji to Norfolk Island.....	1,022
Norfolk Island to New Zealand.....	415
Norfolk Island to Tweed Mouth, near boundary New South Wales and Queensland.....	761
Total.....	7,145

#### *Route No. 2.*

From Vancouver Island the cable to be laid to a small unoccupied island indicated on the charts as Necker Island, situated about 240 miles westward from the most western island of the Hawaiian Group and about 400 nautical miles from Honolulu. From Necker Island the cable to extend to Fiji, and thence, as in route No. 1, to New Zealand and Australia. On the section between Necker and Fiji possibly Howland Island or Baker Island may be available for a mid-station but the exact position has not been ascertained.

	Knots.
Vancouver Island to Necker Island.....	2,431
Necker Island to Fiji.....	2,546
Fiji to Norfolk Island.....	1,022
Norfolk Island to New Zealand.....	415
Norfolk to Tweed Mouth.....	761
Total.....	7,175

#### *Route No. 3.*

As in route No. 2 the cable to extend from Vancouver Island to Necker Island, thence to Onoatua or some one of the eastern islands of the Gilbert Group. From this station in the Gilbert Group two branches to extend, one to Queensland and the other

to New Zealand. The Queensland branch to touch at San Christoval Island in the Solomon Group, and terminate at Bowen, connecting at that point with the land lines, easterly to Brisbane and Sydney, westerly to the Gulf of Carpentaria.

	Knots.
Vancouver Island to Necker Island.....	2,431
Necker Island to Onoatoa (in Gilbert Group).....	1,917
Onoatoa to Fiji.....	980
Viti Levu to New Zealand.....	1,004
Onoatoa to San Christoval (Solomon Group).....	953
San Christoval to Bowen, Queensland.....	980
Total.....	8,265

*Route No. 4.*

As in routes Nos. 2 and 3 the cable to be laid from the northern terminal point to Necker Island. From Necker Island to extend in a direct course to Bowen, touching at Apamana, a central island in the Gilbert Group, and at San Christoval, of the Solomon Group.

	Knots.
Vancouver Island to Necker Island.....	2,431
Necker Island to Apamana (Gilbert Group).....	1,865
Apamana to San Christoval (Solomon Group).....	970
San Christoval to Bowen, Queensland.....	980
Total.....	6,246

*Route No. 5.*

As in routes Nos. 2, 3, and 4, the cable to run from Vancouver Island to Necker Island; from Necker Island to Fiji, thence direct to New Zealand.

	Knots.
Vancouver Island to Necker Island.....	2,431
Necker Island to Fiji.....	2,546
Fiji to New Zealand.....	1,150
Total.....	6,127

*Route No. 6.*

From Vancouver Island the cable to extend to Honolulu; from Honolulu to Fiji, and from Fiji to follow route No. 1 to New Zealand and Australia. On the section between Honolulu and Fiji one of the Phoenix Islands may possibly be found available for a mid-station.

	Knots.
Vancouver Island to Honolulu.....	2,280
Honolulu to Fiji.....	2,600
Fiji to Norfolk Island.....	1,022
Norfolk Island to New Zealand.....	415
Norfolk Island to Tweed Mouth.....	761
Total.....	7,078

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### Route No. 7.

From Vancouver Island the cable to extend to Honolulu ; from Honolulu to Ono-  
 atoa of the Gilbert Group ; from Onoatoa to San Christoval of the Solomon Group ;  
 from San Christoval to Bowen.

	Knots.
Vancouver Island to Honolulu .....	2,280
Honolulu to Onoatoa .....	2,080
Onoatoa to San Christoval .....	953
San Christoval to Bowen .....	980
Total .....	6,293

### Route No. 8.

From Vancouver Island the cable to extend to Honolulu ; from Honolulu to Fiji,  
 possibly with a mid-station on this section if a suitable island be available. From Fiji  
 the cable to run direct to New Zealand.

	Knots.
Vancouver Island to Honolulu .....	2,280
Honolulu to Fiji .....	2,600
Fiji to New Zealand .....	1,150
Total .....	6,030

The northern terminus of each route is on Vancouver Island. The cable will land  
 at some suitable port to be determined, probably at Port San Juan, near the entrance  
 of the Strait of San Juan, or at Barclay Sound.

The several routes above described are shown generally on the accompanying map  
 of the world. The distances given in each case are believed to be approximately correct  
 but are not guaranteed. Parties offering to provide and lay the cable must make their  
 own calculations of distances and satisfy themselves.

*Character of Cables.*—Proposals will describe the type of cables intended to be used  
 on each section, and state the weight of conductors and insulators per knot in each case.

*Shore Ends.*—The best description of landing cables must be employed at terminal  
 points and all mid-stations. The proposals will describe the character, weight and  
 length of shore-end cables to be used in each case.

*Speeds.*—The calculated speeds for each section of the cable shall in no case be less  
 than 12 words per minute.

*Stations and Equipment.*—Each offer will describe the character and approximate  
 cost of buildings, instruments, &c., to be furnished for each terminal and mid-ocean  
 station.

*Repairs and Maintenance.*—Proposals will state the provision intended to be made  
 for repairs and maintenance, the number, tonnage and value of repair steamers. In the  
 case of offers made under Form A, the steamers and stores will be found by, and remain  
 the property of the contractor, until the end of three years from the completion of the  
 cable to be then taken over at a valuation as may be stipulated and agreed.

*Surveys.*—Charts may be seen at the Department of Trade and Commerce, Ottawa,  
 and at the office of the High Commissioner for Canada in London, showing the soundings  
 which have been made from time to time in the Pacific as far as recorded. It is ex-  
 pected that additional soundings will shortly be made, but parties making proposals  
 must assume all risks and in the event of a contract being entered into, for establishing  
 the cable, the contractors must themselves take means to find the most suitable points  
 for landing the cable at all terminal and mid-ocean stations. It will be understood  
 that in each instance, the landing privileges are to be secured by the contributing gov-  
 ernments.

*Time of Completion.*—The time limited for the completion of the cable is three years from the date of the contract ; but as it is desirable to have telegraphic communication established as soon as practicable, proposals may state a shorter period ; or the same parties may make two offers, one on the basis of three years, the other on the shortest period within which the undertaking may be accomplished.

PROPOSALS.

Proposals based on the above general conditions, and in either of the three forms set forth, to be addressed to the Minister of Trade and Commerce, and delivered at his department in Ottawa, on or before the first day of November, 1894.

DEPARTMENT OF TRADE AND COMMERCE,  
OTTAWA, 6th August, 1894.

*Letter from Mr. Sandford Fleming to the Minister of Trade and Commerce, ex-President of the Colonial Conference, 1894.*

OTTAWA, July 20th, 1894.

The Honourable MACKENZIE BOWELL.

DEAR SIR,—I feel it my duty to point out that it seems to me expedient for the Canadian Government at once to cable manufacturing firms or others to state the terms upon which they would be prepared to lay the Pacific cable, supply all required station buildings, instruments and equipment generally, and maintain the whole in efficient working condition. I beg leave to submit the following reasons, viz. :—

The conference passed unanimously five resolutions (copies appended) bearing directly on the establishment of a Pacific cable. The first states "That immediate steps should be taken to provide telegraphic communication by cable, free from foreign control, between the Dominion of Canada and Australasia." It was considered desirable to ascertain definitely the cost of the undertaking, and it was assumed that to obtain that object a survey was necessary ; it was, therefore, resolved in the second resolution "That the Imperial Government be respectfully requested to undertake, at the earliest possible moment, and to prosecute with all possible vigour, a thorough survey, the expense to be borne, in equal proportions, by Great Britain, Canada and the Australasian colonies."

The fifth resolution threw upon the Canadian Government the duty of giving effect to these resolutions and "generally to take such steps as may be expedient, in order to ascertain the cost of the cable, and promote the establishment of the undertaking in accordance with the views expressed in the conference."

The conference rose on July 8th ; next day the delegates proceeded to Toronto. The party was joined by Mr. Alexander Seimens, President of the Institution of Electrical Engineers, and head of the well-known firm of Seimens Brothers. Mr. Seimens, for some weeks back, had been engaged in laying the seventh cable which his firm has laid across the Atlantic, and arrived in Ottawa on the 9th, too late to give evidence at the meetings of the conference, should he have been asked to attend. Mr. Seimens, however, placed in the hands of each delegate a paper containing his views on the Pacific cable. In this paper he points out that the character of the Pacific Ocean is already sufficiently known to admit of the cable being laid, without such a survey as that contemplated by the second resolution. I inclose a copy of Mr. Seimens's paper.

This opinion, coming from such an authority, strongly impressed the delegates, and in conversations I had with them I found the general feeling to be, that the Canadian Government should not wait for a survey such as that proposed, but should at once invite cable manufacturers to state the terms upon which they would carry out the work and leave it in a complete and perfect condition.

In taking this step it would be necessary to furnish a general specification of what is required, in order that all offers be made on the same basis ; moreover, as it is desirable to have full information on all points, the offers to be received should embrace the cost of the cable by alternative routes.

## Colonial Conference.

In travelling with the delegates during the past ten days I have had opportunities of discussing with them the financial aspect of the Pacific cable. I likewise obtained from Mr. Seimens full explanations on all the matters alluded to in his paper.

I feel warranted therefore in submitting for the consideration of the Government the following remarks: The main points to be considered are:

- 1st. The revenue, calculated on the business which may reasonably be expected.
- 2nd. The annual charges on revenue.

With respect to the revenue. If it will take three years to establish the cable, 1898 will be the first year of its full operation. On pages 70 and 71 of the report on the mission to Australia, will be found an estimate of the proportion of business which would fall to the share of the Pacific cable for that year, 1898. The estimate was made a year ago and was based on the assumed telegraphic business for 1893 between Australia and Europe, which has been exceeded by actual results. See foot-note, page 71. Correcting the estimate in this respect, the business for 1898 may be set down at 1,105,000 words, which reckoned at two shillings a word would yield a gross revenue for the first year's operation of the Pacific cable of £110,000. It will be borne in mind, moreover, that this estimate is for European business, and includes nothing for the business between Canada, the United States and Australia, at present insignificant, but which, in a few years, with greatly improved facilities, will undoubtedly develop to considerable proportions. For these reasons I am satisfied that the estimates submitted will be fully realized and more than confirmed by actual results.

Bearing on these estimates, a friend wrote me from London a few weeks back, as follows: "I have been looking over the proceedings of the Colonial Conference of 1887, where a memorandum of yours is given, dated April, 1886 (page 101). In it you show a probable traffic for the year 1893 of 133,000 messages, equal to 1,330,000 words. The actual business for the past year, according to Sir John Pender, was 1,306,716 words, and according to Australian returns, 1,401,292 words. In either case the prediction made eight years ago is approximately correct." I mention this merely to bring out the fact that the principles on which the estimates are formed, are sound, and that the estimates themselves may generally be considered safe.

With respect to the charges on revenue; viz. :—

1. Interest on capital.
2. Working staff and management.
3. Repairs and maintenance.

The first and second are constant, the third is variable. Experience goes to show that failure and interruptions in cables, due to defects in manufacture or causes connected with laying, generally take place within the first year or two. For this and other reasons, I propose that the manufacturers should be asked to undertake to keep the cable in efficient working order for three years; we may thus eliminate from revenue account for that period all charges for repairs and maintenance.

Assuming that the cost of the cable and its maintenance for three years will be, in round figures, £2,000,000, the revenue account for the year 1898 would stand as follows :—

Earnings as estimated . . . . .	£110,000
Interest on £2,000,000 at 3 per cent. . . . .	£60,000
Staff and management. . . . .	30,000
	90,000
Surplus revenue. . . . .	£ 20,000

In the above I have taken Mr. Seimens's estimate of the cost of staff required for stations, and office expenses at each point, viz., £24,000. I have increased Mr. Seimens's allowance for general management to £6,000, the two making in all £30,000 per annum. This charge will be constant, and will suffice, as pointed out by Mr. Seimens, for a business more than six times greater than that estimated for the year 1898, and by introducing duplex working, for a traffic ten or twelve times greater.

I have pointed out elsewhere that the average normal increase of telegraph business between the Australasian colonies and Europe was 14 per cent per annum, during the period when the high rates charged for a period of eight years were in force, that is to say, under a tariff rate of 9s. 4d. per word from 1882 to 1890. Manifestly under the low rates proposed to be charged by the Pacific cable, the normal increase will be greater than 14 per cent per annum; more especially as the whole North American business will receive a great incentive from direct communication, and all this additional and constantly growing traffic must find its way by the Pacific cable, to and from Australia. I venture to think that it would not be too sanguine an estimate to place the annual increase of business at 18 or 20 per cent, but to be perfectly safe I shall limit it to 15 per cent in the calculations which follow, that is to say, only one per cent more than the average annual increase realized under the high tariff for the eight years previous to 1890.

## ESTIMATE

of the business of the Pacific cable for ten years after its completion, calculated on the basis of 1,100,000 words, for the year 1898, an average normal increase of 15 per cent per annum thereafter:—

	Gross Earnings. £	Interest and Working Expenses. £	Surplus. £
1898 .....	110,000	90,000	20,000
1899 .....	126,500	90,000	36,500
1900 .....	143,000	90,000	53,000
1901 .....	159,500	90,000	69,500
1902 .....	176,000	90,000	86,000
1903 .....	192,500	90,000	102,500
1904 .....	209,000	90,000	119,000
1905 .....	225,000	90,000	135,500
1906 .....	242,000	90,000	152,000
1907 .....	258,500	90,000	168,500

As we have eliminated all but the fixed charges on revenue for the first three years, an examination of the above table will show that the surplus up to the fourth year will have accumulated to £109,500, which sum, together with the annually increasing surplus thereafter accruing, would be sufficient to meet all charges for repairs and maintenance and leave a balance to be carried to a cumulative reserve, for renewals at some future day.

I may mention that I have submitted in outline this financial scheme to the delegates from New South Wales, Victoria, Queensland and New Zealand, with whom I have had the advantage of frequent consultations since the conference rose, and I have the satisfaction to state that it finds favour with each of them. That feature of the scheme by which all the uncertain charges for repairs and maintenance would be embraced in the contract with the manufacturers of the cable, would not only have a tendency to secure a cable of the very best make and character but it would defer all charges against revenue, which revenue could not fully meet, until a date later than the payment of the last annual subsidy to the Eastern Extension Company. The Australian Governments now contributing to that subsidy could then with greater ease make up any possible shortage which may arise in connection with the new cable. The estimate, however, shows clearly that under this scheme there is every prospect of the Pacific cable being self-sustaining from the first.

In view of these considerations I feel warranted in strongly recommending that steps be at once taken to ascertain the terms upon which cable manufacturers would be prepared to lay the cable and maintain it in efficient operation for a term of three years. This data definitely obtained, the several governments would be in a position to arrange how they could best co-operate in carrying out the undertaking.

## Colonial Conference.

Touching the co-operation of several governments in a common object, I referred to the question in the remarks I submitted at the conference. Since then I have discussed the matter with some of the Australian delegates, who see no difficulty which cannot be easily overcome; they give as a precedent the agreement entered into in 1886 by New South Wales, Queensland and Victoria for the administration of British New Guinea. By this arrangement one of the colonies (Queensland) undertook the cost of administration, the other colonies passing special acts of indemnification. Mr. Thynne has sent me a copy of the Queensland Act, 51 Vic., No. 9, 1887, which I am glad to place at your service.

Yours faithfully,  
SANDFORD FLEMING.

REMARKS ON THE PACIFIC CABLE, BY MR. ALEXANDER SEIMENS,  
REFERRED TO IN MR. SANDFORD FLEMING'S LETTER, JULY 20TH,  
1894.

(*Extract.*)

With regard to the technical difficulties raised in 1887, it may not be out of place to consider that the necessity for a close survey of a cable route arises principally from the requirements of the engineer laying the cable, who has to know at every moment the exact depth of water into which the cable passes.

The brake-power with which the cable is held back and by which the percentage of slack is regulated, has to be adjusted according to the depth of water in order to ensure an even distribution of the slack along the whole route of the cable. Such a distribution prevents accidents, economizes cable and facilitates repairs, hence the usual practice is to lay cables only on routes where very frequent soundings have been taken; and in 1887 the experts consulted by the Imperial Government were not satisfied that the Pacific Ocean was sufficiently well explored for this purpose,

During the last seven years the work of survey has steadily progressed, and at present it may be asserted that the route proposed at the Wellington Conference passes nowhere through waters more than 3,500 fms. deep.

On the Admiralty chart, No. 780, corrected in November, 1892, the route from North Cape (N.Z.) to Suva (Fiji Islands) shows 2,594 fms. as the greatest depth.

Between Suva and Samoa no very great depth is met with, and from Suva, or Apia, to the Phoenix Islands, the greatest depth is 3,312 fms.

The same chart shows 3,020 fms. as a maximum on part of the route from the Phoenix Islands to Honolulu; this route is continued on Admiralty chart No. 782, corrected to June, 1890, where a depth of 3,448 fms. is shown.

A continuation of the soundings can be seen on the same chart, or better on Admiralty chart No. 787, which is corrected to March, 1894, and gives 3,252 fms. as the greatest depth between Honolulu and San Francisco. These routes do not coincide exactly with the Wellington route, but they, together with a number of other soundings shown on the charts, bear out the general features of the bed of the Pacific Ocean, shown by Mr. John James Wild, member of the civilian scientific staff of H.M.S. "Challenger," in his essay on the depth, temperature, and currents of the ocean, entitled "Thalassa." This work appeared in London (Marcus Ward & Co.) in 1877.

If the adjustment of the brake-power depended entirely on the knowledge acquired by soundings taken previously on the selected route of the cable, grave doubts might still exist whether the laying of the Pacific cable could be proceeded with without further information being obtained by carefully taking soundings over the exact route. Fortunately means have been devised to indicate to the brakesman continuously the percentage of slack with which the cable is payed out, and thus it is possible to lay a cable over a route of which only the general features are known.

This contrivance has been used with perfect success in the laying of six Atlantic cables, so that there is no doubt as to its performance realizing its theoretical advantages. The depth of water met with in the Atlantic reaches 3,000 fms. in several places where the cables have been laid, so that there is no doubt about the possibility of laying cable in 3,500 fms., or even more.



To be sure it will be necessary to select a type of cable which combines great strength with light weight, but there is no difficulty in this either, as it has been possible to construct cables for the Atlantic which will carry 7,000 fms. of their own length before they break.

It may, therefore, be taken for granted that any technical obstacles which were apprehended in 1887 have now been overcome, and that the cable can be laid as soon as the financial question has been settled.

In order to ascertain clearly what the probable financial position of the cable would be, a complete scheme has been worked out for a route consisting of the sections:—

1. Ahaipara Bay (N.Z.) to Suva (Fiji Islands).
2. Suva (Fiji) to Canton, or Mary (Phoenix Islands).
3. Canton (Phoenix) to Necker Island.
4. Necker Island to Vancouver, B.C., of which the details are appended.

As capital, the sum of £2,000,000 has been assumed to cover the cost of the cable, of two repairing steamers, of about 1,800 tons each, of building instruments, and to furnish a working capital of about £50,000.

The working expenses are divided into:—

a. General management . . . . .	£ 5,000
b. Staff and office expenses at stations . . . . .	24,000
c. Repair and maintenance of cables . . . . .	90,000
	<hr/>
Total annual outlay . . . . .	£119,000
	<hr/> <hr/>

a. The first item explains itself.

b. Of the second item, the details will be found in the appendix.

c. The cost of the repair and of the maintenance of the cable is the most difficult to estimate, and the expenditure is naturally divided into a fixed and a variable part.

The fixed expenses consist, first, in maintaining the two steamers in efficient working order; this is amply covered by the allowance of £100 per month per steamer, and secondly, in the wages of crew, victualling and other running expenses, these are certain not to exceed £20 per day per steamer.

It is not likely that each steamer will have to go to sea, on the average, more than two months every year, or that more than 2,000 miles of cable will be used up during that time.

Still these maximum figures are used in the estimate and bring up the total annual cost of the actual repairs and of the maintenance of the steamers to £90,000 or to over £12 per naut. mile of cable laid. That this is a safe estimate may be gathered from the fact that it is usual to calculate £6 per naut. mile to cover this expenditure, and that one at least of the Atlantic companies is able to keep its 6,000 miles of cable in efficient working order for £4 per naut. mile.

The most important factor in determining the cost of repairs is without doubt the quality of the cable land, and no greater mistake can be committed than to cut down capital expenditure in an undertaking of the importance and of the magnitude as the Pacific cable undoubtedly is.

It should also be noticed that Sir John Pender in his letter to the Marquess of Ripon estimates the repairing expenses at £35,000 or at the low figure of £4 15s. per nautical mile per annum. This figure he may, however, having taken from previous estimates of expenditure published by the advocates of the scheme as they give the same figures.

The real uncertainty of the financial prospects of the Pacific cable is, however, encountered when the probable income is estimated.

In respect to this point, Sir John Pender's opinion is manifestly unfair as he allows not more than one-half of the existing traffic to pass over the new cable at extravagantly low rates; although it is quite likely that this would be all the traffic obtainable during the first year.

## Colonial Conference.

Mr. Sandford Fleming, the indefatigable promoter of the Pacific cable, appears to have taken the fairest view of the question, when he estimates that the expenses will exceed the earnings during the first few years, but that a cheap tariff and expeditious working will soon attract the public and convert the cable into profitable investment.

From Sir John Pender's letter it appears that the Australian traffic of the existing company is worth £209,628 net for 1,306,716 words, or 3s. 2½d. per word. If the Pacific cable earned half this amount during the first year, it would pay, in all probability, the working expenses of that year with an ample margin, as it is not likely that any heavy repairs would become necessary during that time.

There are, however, too many factors left uncertain when the probable traffic of the Pacific cable is compared with the existing traffic over another route and under totally different circumstances. Sir John Pender has, for instance, quite ignored that at present the intercourse between America and Australasia does not give rise to frequent telegrams, but when the interests served by the cables are taken into careful consideration, and the great possibilities of commerce between America and Australasia are appreciated at their proper value, small doubt can exist about the Pacific cable earning as much money per naut. mile of its lengths as the average of the existing submarine cables.

As long ago as the 2nd April, 1887, the *Pall Mall Gazette* published an article on submarine cables by Mr. Henniker Heaton, from which the following interesting figures are taken :—

At that time 26 submarine cable companies were in existence, possessing 100,000 naut. miles of cable, laid with an expenditure of £35,000,000 capital. These cables earned (including subsidies) £3,173,692 per annum, enabling the companies to pay from 1 to 14¼ per cent dividends. In addition the reserve and sinking fund of all the companies amounted to £3,400,000.

From Mr. Heaton's figures it follows that the capital outlay per nautical mile of submarine cable is, on the average, £350 and the annual revenue is £31 15s. per naut. mile.

According to Mr. Heaton, the capital outlay of the Eastern Telegraph Company was £299 per naut. mile, and their income, at that time, £35 per naut. mile per annum.

The Eastern Extension Company had to lay out £265 per naut. mile, and was earning £39 10s. per naut. mile per annum.

If the capital outlay for the Pacific cable be taken to be £2,000,000 and its length from Ahaipara Bay (N. Z.) to Vancouver (B. C.) as 7,340 naut. miles, the cost per naut. mile will be about £273. On the other hand, earning £30 per mile, the annual income from the cable would amount to just over £220,000.

The figure will naturally not be reached during the first two or three years, but it is even under the average of the earnings of all submarine cables seven years ago, and since that time correspondence has continued to increase rapidly. One of the Atlantic companies, for instance, earned on the average during the last three years more than £50 per mile.

If the share of the Pacific cable is 2s. per word, it only wants 2,200,000 words per annum to realize this income, and the cable communication, which can be established for £2,000,000, would be capable of transmitting 15 words per minute on the recorder. This corresponds to over 7,000,000 words per annum, but the speed of sending messages through the cable can practically be doubled by introducing duplex working when the traffic requires it.

It is, therefore, not extravagant to assume that in regular working there will be a surplus of £101,000 per annum.

This would be utilized for paying 3 per cent on the capital outlay and placing the rest to the credit of a sinking fund.

As the cost of repairs includes replacing on the average 200 miles of cable per year, the whole of the cable will be renewed in about 37 years.

If the cable is manufactured with the best materials and with proper care, it may be assumed that it can only be destroyed by local influences or by extraordinary occurrences, for it is proved beyond doubt that cable free from electrical faults will not deteriorate.

A very striking example of the durability of cables was the finding of some part of the original gutta-percha covered conductor, laid without any further protection between Dover and Calais. Although this wire had been in the sea for over 35 years when it was picked up by the ss. "Monarch" (the General Post Office telegraph steamer) it looked like new, and no deterioration could be detected.

Generally speaking all those submarine cable companies have succeeded who have laid their cables on a strictly commercial basis, by expending their capital for nothing but legitimate purposes; it is therefore, to be anticipated that their example can be followed in establishing telegraphic communication between Canada and Australia and that the Pacific cable will prove to be a good investment in spite of adverse opinions.

The time required for completing the work provided that the two repairing steamers are assisting in carrying the same out would be about three years, if no serious accidents delay the undertaking.

For an additional outlay of £30,000 a second large cable steamer could be employed and the time of completing the cable shortened to two years after commencing the manufacture.

ALEXANDER SEIMENS.

OTTAWA, 9th July, 1894.

ESTIMATES APPENDED TO MR. SEIMENS'S PAPER.

BUILDINGS AND INSTRUMENTS.

	Morton's Buildings.		Sets of Instruments.	
	B.C.C. No. 2.	No. 795.	Recorder.	Testing.
Vancouver .....	1	4	2	1
Necker Island .....		4	3	1
Canton Island .....		4	3	1
Suva .....	1	2	3	1
Ahaipara .....	1	2	3	1
Totals .....	3	12	14	5

3 cable houses B.C.C. No. 2 at £300 .....	£ 900
3 sets fittings for do £200 .....	600
12 houses, No. 795, at £1,000 .....	12,000
12 outfits for same at £500 .....	6,000
14 sets recorders complete at £400 .....	5,600
5 sets testing instruments, with extra spares, at £240 .....	1,200
Transport and erection .....	3,700
	<u>£30,000</u>

No land is included, nor the erection of buildings on Necker and Canton, unless in the opinion of our engineer-in-charge the buildings can be erected by our own staff without delaying operations.

## Colonial Conference.

### STAFF REQUIRED FOR STATIONS AND OFFICE EXPENSES.

Vancouver, B.C. :—

	Per annum.	
1 superintendent.....	£ 400	
4 clerks at £200 .....	800	
2 messengers at £50.....	100	
4 boys at £30.....	120	
Taxes, ground rents, renewals and repairs.....	200	
Stationery, insurance, advertising .....	200	
Sundries unforeseen.....	200	
		£2,000

Necker and Canton Islands (each) :—

1 superintendent.....	£ 600	
8 clerks at £500 .....	4,000	
3 messengers at £100.....	300	
Rations £1 per week per head.....	600	
Sundries unforeseen .....	500	
	2 × £6,000	
		12,000

Suva, Fiji, and Ahaipara, N.Z. (each) :—

1 superintendent.....	£ 500	
8 clerks at £400.....	3,200	
3 messengers at £80.....	240	
Rations £1 per week per head.....	600	
Sundries unforeseen.....	460	
	2 × £5,000	
		10,000

Total annual cost of staff and office expenses.....		£24,000
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### REPAIR AND MAINTENANCE OF CABLES.

Two repairing steamers of about 1,800 tons each, fitted complete, at..... £ 100,000    £ 200,000

#### ANNUAL COST—

##### (a) Fixed Expenses—

Repair of hull and machinery at.....	£ 1,200	£ 2,400
Wages of crew, victualling and other running expenses—		
2 x 365 days, at.....	20	14,600

##### (b) Variable Expenses—

Two months at sea, each steamer—

For ropes and other stores, extra pay, &c., at £125 per day.....	£ 15,000	
100 naut. miles cable, at £200 per naut. mile.....	20,000	
100 naut. miles cable, at £350 per naut. mile.....	35,000	
Sundries.....	3,000	
	£ 90,000	

The variable expenses (b) are usually estimated at £6 per naut. mile, which would, in this case, amount to about £45,000.

One steamer to be stationed at Vancouver, B. C., and the other steamer to be stationed at Suva (Fiji Islands).

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CAPITAL ACCOUNT.

Capital to be raised under government guarantee at 3 per cent. . . . . £ 2,000,000	7,340 naut. miles cable. . . . . £ 1,720,000 Steamers. . . . . 200,000 Buildings, &c. . . . . 30,000 Working capital. . . . . 50,000
	£ 2,000,000
Cost per nautical mile. . . . .	£273

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REVENUE ACCOUNT.

General management. . . . . £ 5,000 Building staff. . . . . 24,000 Repairs and renewals. . . . . 90,000 To profit and loss account. . . . . 101,000	Earnings. . . . . £ 220,000
£ 220,000	

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PROFIT AND LOSS ACCOUNT.

3 per cent interest on capital . . . . . £ 60,000 2 per cent amortisation of capital. . . . . 40,000 Carried forward. . . . . 1,000	From Revenue Account. . . . . £ 101,000
£ 101,000	

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The earnings are estimated at £30 per naut. mile (the average amount of the earning of all cables, according to Mr. Henniker Heaton).

If share of Pacific cable is 2s. per word, 2,200,000 words are wanted, while cables are calculated for 15 words per minute or more than 7,000,000 words per annum. This capacity can practically be doubled by introducing duplex working when the traffic requires it.

## Colonial Conference.

### APPENDIX "E."

(Copy.)

#### HER MAJESTY'S ACKNOWLEDGMENT AND THANKS.

OTTAWA, 8th September, 1894.

SIR,—I am directed by His Excellency the Governor General to transmit to you a copy of a despatch from the Right Honourable the Secretary of State for the Colonies conveying to you an expression of Her Majesty's sincere thanks for the loyal address from the colonial conference assembled at Ottawa, and of her deep interest in the proceedings over which you presided.

No. 246, 30  
Aug., 1894.

I have the honour to be, sir,

Your obedient servant,

(Sd.) C. J. JONES,

For the Governor General's Secretary.

The Hon. MACKENZIE BOWELL,  
Minister of Trade and Commerce.

*The Marquess of Ripon to the Earl of Aberdeen.*

Canada,

DOWNING STREET, 30th August, 1894.

No. 246. MY LORD,—I duly received your despatch No. 229 of the 6th inst., and laid before the Queen the address which you inclosed from the colonial conference assembled at Ottawa.

I am commanded to request that you will convey to Mr. Mackenzie Bowell an expression of Her Majesty's sincere thanks for this loyal address, and of her deep interest in the proceedings of the important conference over which he presided.

I have, &c.,

(Sd.) RIPON.

Governor General,  
&c., &c.