

ECONOMIC RELATIONS
OF CANADA
WITH THE
B. W. I.

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The Economic Relations of Canada
with the British West Indies.

A thesis
in part fulfillment
for the Degree of Master of Arts.

B Y

Homer H. Camerlain,
McGill University,
April, 1929.

E R R A T A

Please refer to page 14 and note the 13th. line of the indented quotation reading:-

...Greatest importance is attached under the form of government prevailing in the West Indies with the governor...

The above is incorrect and should read as follows:-

...Greatest importance is attached under the form of government prevailing in the West Indies to a close personal contact of all classes of people in the various islands with the governor...

The Economic Relations of Canada
with the British West Indies.

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Chapter I - Economic Development of the British West Indies Till the end of the Nineteenth century.

The first land that Columbus encountered, was in the West Indies in latitude 24 degrees' north, an island which he christened San Salvador, which is generally identified with Watling Island of the Bahamas. From San Salvador he passed on to other islands of the same group and thence to Cuba, Tortuga and Hayti. Returning to Spain in the spring of 1493, he set out again in September of the same year, and steering more to the southward than on his first voyage, he sighted^t Dominica, the other islands to the north, now known as the Leeward group and Porto Rico, and after reaching Hayti for the second time he discovered Jamaica in 1494. On his third voyage in 1498, he sailed still farther to the south than before, discovered Trinidad, Tobago, Grenada and other islands.¹ Thus before the fifteenth century closed the whole ring of Caribbean Islands were made known to Europe, and Columbus fancied he had reached the Coast of the Indies. Hence, says Adam Smith² "in consequence of this mistake of Columbus, the name of the Indies has stuck to those unfortunate countries." But West Indies they were named in differentiation of those to which the great navigator sought a route.

From the accounts which Columbus gave before the Court of Spain after each voyage, it was soon realized that these new possessions were of great importance and might yield enormous wealth and power to the nation. Consequently the Spaniards who migrated to the new world came to exact a tribute of gold and silver from the natives, and not to trade or cultivate the land. Though the whole ring of islands had been discovered by one in their employment, they settled only on the larger ones, setting the natives to work to procure for them the gold they sought. With the small islands they had little dealings beyond turning them to profit by carrying off large numbers of the

1. C. P. Lucas "A historical geography of the British Colonies." Vol. II P.37.

2. Adam Smith "Wealth of Nations." Vol. II - Book IV. Chapter 7 - P. 155.

~~of the~~ natives, for the greater part a harmless and gentle people, to be sold into slavery or to be employed in forced labour in the mines. Thus early in their history began that traffic in humanity which was for so long a correlary of the plantations.

In the history of colonization the Spaniard has wherever he set his foot always exhibited the characteristics of a crusader, a conqueror, ruthless at once with natural ferocity.¹ He goaded to madness the natives so that it was nothing startling that they revolted against him with the result that might be anticipated their near extermination. Many to escape their tormentors committed suicide, whilst a great number perished in the mines. Thus as a result the native population was on the point of entirely disappearing.

The Spaniards had not made proper use of their heritage and the scales of justice were soon to be turned against them. Dutch and British seamen, lured by hearsays concerning the fabulous wealth and treasures of these islands, sought this new ElDorado. They carried on a desultory warfare among themselves and against the Spanish, which forced the latter gradually but surely from their vantage grounds.

The other European nations, Dutch, French, and British, who went to settle in the West Indies, did not go like the Spaniards to get gold, they went there to cultivate and to trade.² The first British settlement of the West Indies was that of St. Kitts in 1625, and the actions of these colonists substantiates the above statement for their first care was to ascertain the agricultural possibilities of the islands by the cultivation at first of tobacco and cotton. In 1640 sugar cane was introduced by the Dutch. Capt. Powell,³

1. C. P. Lucas "A Historical Geography of the British Colonies" Vol.II P. 35.

2. Ibid. P. 43.

3. Ibid. P. 178.

systematically planted and the marvelous prosperity of the West Indies began. The fortunes of the West Indies were not to spring from gold and precious stones as the Spaniard had thought, but from the sugar cane.

The sugar plantation drew crowds of adventurers, many of them men of considerable wealth, their first problem on settling was to find labour, the Spaniards had deprived the islands of their native population which might have been employed, the remedy was at first indentured labour from England besides the prisoners, mostly royalist adherents and Irish rebels sent by the Commonwealth and Protectorate.¹ These white bond-servants, being under a short engagement of five to ten years, were generally worked to their utmost capacity. It mattered little to the planter whether they died before the end of their term as long as he had had time to recoup himself by their labour for the expenses he had incurred in acquiring and transporting them to his domain.² But Englishmen were no more inclined to be slaves then, than they are now and the planters found them so troublesome to manage that they soon became afraid of buying them and showed a preference for negroes.³

Despite the fact that the popular conception of the world associates the beginnings of negro slavery with the cry that went across the Atlantic, from the sugar plantations to the motherland, for a different type of labour than had heretofore been sent, one finds on closely perusing the facts that negroes were first introduced into the West Indian Islands by the Spaniards in 1503, for the purpose of replacing in the mines, the natives which they had nearly

1. Carlyle's "Oliver Cromwell." Part 9 - Pages 44-45.

2. Rodway in "The West Indies and the Spanish Main." P. 147 states "As for King Charles the Second, he granted the prisoners as a privilege to his favourites who generally sold it to the highest bidders....Then came the trouble of obtaining delivery from the prison authorities, and here again fees were demanded.....The planter must account for each by a certificate of death on the voyage or of landing in Barbadoes, on penalty of £500 for every one missing.. A sufficiently strong guard had to be provided against attempts at rescue by the prisoner's friends....The cost of transport was about £5 per head..."

3. Ibid. Page 153.

exterminated. Later in 1517, Charles the Fifth, realizing the plight of this wretched race, which it was in his power to remedy, acted on the recommendation made to the Spanish Government by a monk, Las Casas, and granted to a Flemish courtier of his, a monopoly of the slave trade to be carried on, on a large scale, this right passed to some Genoese Merchants and from them to the Portuguese whose Capital, Lisbon, the great slave mart of the 16th Century was to send the first supplies of slaves to the plantations. Hence, the introduction of the sugar cane into Barbadoes in 1660 did not give rise to African slavery but simply gave a great impetus to a thing which already existed. Immitating other European nations which had colonies in this region, England set itself to the task of supplying them. Charles the Second granted in 1662 a Charter incorporating the English African Company, the third of its name, on the condition of importing to the British West Indies, 3000 slaves annually. In 1672 he again granted a charter to a fourth African Company, and in 1688 gave royal assent to the opening of the African Slave Trade to all British subjects. Thus some 25,000 negroes were imported into the British Colonies by the end of the 17th century, a figure that was to be increased to 100,000 annually with the close of the 18th Century.

As one may deduce from statistics of population¹ and could even be clearly

1. Comparative Figures of White and Black Population.

| <u>BARBADOES</u> | | | <u>JAMAICA</u> | | | <u>TOTAL WEST INDIES</u> | | |
|------------------|---------------|---------------|----------------|---------------|---------------|--------------------------|---------------|---------------|
| <u>Year</u> | <u>Whites</u> | <u>Blacks</u> | <u>Year</u> | <u>Whites</u> | <u>Blacks</u> | <u>Year</u> | <u>Whites</u> | <u>Blacks</u> |
| 1676 | 22,000 | 32,000 | 1658 | 1,500 | 4,500 | | | |
| 1773 | 18,000 | 68,000 | 1698 | 7,000 | 40,000 | 1757 | 90,000 | 230,000 |
| 1834 | 13,000 | 83,000 | 1722 | 7,100 | 80,000 | 1788 | | 450,000 |
| | | | 1800 | 30,000 | 300,000 | 1832 | | 674,000 |

seen then, the disproportion between the whites and negroes grew more visible every day. This disproportion was the result of many different factors. With the opening of the slave trade, large masses of black slaves were brought from Africa whereas the transportation of white bondsmen and labourers under contract from England was gradually discontinued. The laws which sought to remedy the deficit in white population by obliging the planter to employ a certain proportion of white servants to negro slaves, became in most places, a dead letter yielding only a revenue to the government. The gradual predominance of the sugar industry gave birth to a similar system as existed^s in England; large estates owned by single families where they cultivated only one product with the assistance of slaves, a system which left no room for the small free holder.

As may be grasped from previous facts, this system of landlordism, if it can be so called, was one in which few owned and many were owned, and the British planters were not tardy in realizing that they were the few among many. Consequently they felt insecure, insecurity bred fear, fully substantiated by future events, and fear bred cruelty, which in turn, was sure to cause what they most dreaded, revolt of the large masses of slaves. Here we come to what seems a controversial point, that of cruelty, some authors¹ contend that it existed or did not and quote authorities in substantiation that cruelty existed for they became aroused by what they termed the iniquity of the trade. Such men as Montesquieu, Lafayette, Fox, Burke, and Pitt, devoted their energies towards securing its abolition, which came in 1833.

To most people of the nineteenth and twentieth centuries, the abolition of slavery was a great victory against the forces who by the medium of bigotry, hatred and misunderstanding, sow the germs of discord throughout the world, a

1. C. P. Lucas. "Historical Geography of the British Colonies." and Rodway "The West Indies and the Spanish Main."

victory that asserted the ideal for which so many men had and have died, liberty and equality. The West Indian planters saw it in a different light, to them, it meant financial ruin and they despaired of the future, moreover, they felt that their rights as self governing, if misgoverning, colonists were arbitrarily over-ridden by the mother country.

Thus slavery had undoubtedly contributed its share in making the seventeenth and eighteenth centuries prominent in the history of the ^{West Indies} ~~World~~, but it did not eclipse the navigation Laws. These islands were a cluster of dependencies, remote from the seat of authority, in the possession of one nation or another and sometimes of more than one who dealt to a great extent between themselves and with Continental Europe. Thus free trade was not a necessity. These Navigation Laws of 1660 to 1696 had enumerated for shipment to English Dominions, sugar, tobacco, cotton, indigo, fustic, and other dying woods, all of which were with the exception of tobacco, West Indian products, further they decreed that all shipping to and from the Colonies was to be confined to British or British Colonial boats,¹ two enactments which struck at the very root of West Indian Life annihilating free trade.

The total effect of these laws was the inauguration of illicit trading between the Dutch, who bought the sugar of the British plantations, and sold it as the product of St. Eustatius in return selling to the British West Indies, European products, which was in direct contravention of the act.² They were

1. 12 Charles II. Chapter 18 - Section 18.

2. Dalby Thomas in "Harlein Miscellany." Vol. II - P. 382. and
J. F. Jameson in "American Historical Review." July 1903 - P. 683.

also according to Littleton largely responsible for the near extinction of the British sugar trade to Europe.¹

Consequently the abolition of free trade which prevented direct commercial intercourse with Europe and the near extinction of the sugar trade, their main industry, were the principal arguments set forth against the Navigation Acts. As to the Merchants in London who had been largely responsible for the passing of this law desiring to obtain a monopoly of the sugar trade, their views are most ably expressed in a memorial delivered before the Board of Trade by Mr. Nathaniel Torriano, a merchant of London. His objections were,² (1) that sailors would demand their wages in foreign ports and spend them there to the detriment of England and their families. (2) that the ships, after their long journey would have to refit in these ports again to the detriment of England. (3) referring principally to Southern Europe he claimed that there was no market there for British sugar since they had plenty and would probably prefer that furnished by the French and Dutch. (4) That direct trade would demand large vessels manned by larger crews, which would make freight dearer. There would be no return cargoes which would make it impracticable. Warehouse rents which might be paid in Italy would detract so much revenue from England. (6) To permit colonists to ship refined sugar would be detrimental to English refineries and to English navigation since fewer ships are needed to transport refined than raw sugar. Apparently these arguments had their bearing for the policy of enumeration of sugar, as well as the general principles of the act, were carried on for another fifteen years, but in the meantime the struggle was continued with the same vigor.

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1. Littleton "Groans of the Plantations." Page 5.
Figures from Yale Historical Publication on the development of the West Indies
footnote No. 10 - P. 168. Raw sugar exported from England.
1717 - 290,171 cwt. 1723 - 63,479 cwt.
 2. Yale Historical Publication P. 172 - "Nathaniel Torriano to the Board of Trade,
July 20th, 1724."

On June 12th, 1739¹, efforts were crowned with success by the passing of the Sugar Act, marking an important breaking down of British Colonial policy in the interest of the West India Planters. The act granted the free trade which had been sought but one is astonished to discover from statistics how little was the actual trade to the Continent. Apparently the purpose of the Act lay in the power which the planters had of overcoming the attempts at monopoly by the English refiners.

Soon after the passing of the Sugar Act, the West Indies gained a monopoly of the English markets, producing nearly all the sugar, rum, coffee, and cotton which they imported. That was the period of their great prosperity. But the closing years of the first quarter of the 19th century was to witness the decline of this prosperity fully accentuated in August 1838 by the abolition of slavery. In some of the colonies cultivation of sugar was continued under great impediments, but with the extension of the industry to other parts of the world and further competition from the new product, beet sugar, which encouraged by a system of bounties in Europe increased in twelve years, 1882 to 1894, from 1,783,200 tons to 3,840,256 tons,² the situation became hopeless. Another factor which aggravated conditions was the shutting out of sugar from the American market by an ad valorem duty of 90%. Finally in 1895 when the crisis became more acute, representations were made to the Imperial Government and on the recommendation of Sir Austin Chamberlain, then Secretary of State for the Colonies, a Royal Commission was appointed in December, 1896, for the purpose of investigating the cause of the depression, and the general condition and prospects of the Colonies.

In their report, which was published in the autumn of 1897, the commissioners stated that in most of the West Indies, the products of the sugar cane

1. 12 George II - Chapter 30.

2. Oxford Survey of the British Empire. P. 385.

constituted by far the larger proportion of the total exports of native produce and that in the event of a failure of the sugar industry, the welfare of each colony would then depend on the extent to which it might be possible to establish other industries. The commissioners recorded as their opinion, that the depression in the sugar industry was due to the competition of other sugar producing countries and in special degree to the competition of beet sugar produced under a system of bounties.....They submitted that the best immediate remedywould be the abandonment of the bounty system. In the meanwhile they recommended certain special remedies such as improved steamship communication with outside markets and between the different islands, and the organization of a scientific department to assist the sugar industry and encourage where conditions were favorable, minor agricultural industries together with a general improvement in the system of cultivation of the principal crops.¹

As Sir Alfred Lewis Jones, K.C.M.G.,² tells us, a steamship service was established between the British West Indies and Great Britain, but not before it had required the subjugation of such obstacles as the transportation of fruit thousands of miles oversea, which many experts claimed could never be accomplished. Most of the other recommendations were carried out including the establishment of an Imperial Department of Agriculture, so that by the end of the century, the clouds which had hitherto hung so heavily over these islands were gradually lifting and the people were being permeated by a spirit of optimism which caused them to hope that with the introduction of new blood and capital a new era of prosperity would dawn.

1. Oxford Survey of the British Empire. P. 386.

2. The Empire and the Century. "Essay on the West Indies." Sir A. L. Jones. P.878.

Chapter 2 - British West Indian Problems of the Present Century.

Inhabitants of the British West Indies had hoped for a prosperous future, and with the dawn of the century Sir Charles Lucas¹ boosted up their optimism, saying "that while the 19th century had witness their distress, that the 20th would be the century of their regeneration." Mr. Asquith² lent high authority to the statement of Sir Charles Lucas by asserting "that they had already grown to be independent of financial assistance from Imperial funds." A study of the history of the 20th century which is largely connected with the sugar industry, shows that these men had not made exaggerated prophecies.

For some thirty years prior to the 20th century, the governments of continental Europe had promoted the extension of the beet sugar industry by protective measures, such as the payment of bounties to the growers and manufacturers of the product. The direct result was that these foreign industrialists were able to sell below cost and freeze out all competition in the markets of the United Kingdom. It is hardly necessary to say that the greatest sufferers were the British West Indies; they experienced a period of cruel distress, their exports of cane sugar decreasing by 4/5, as to Great Britain, she reached a state where for every ton of cane sugar she imported nine tons of beet sugar.³ In the opinion of the West Indian planters, the interested parties had simply promoted and obtained legislation creating bounties in the different countries with the aim of annihilating the sugar cane industry.

Fortunately the Right Hon. Mr. Joseph Chamberlain⁴ and other statesmen

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1. Sir Charles Lucas, Chairman B.W.I. Dept. of the Colonial Office in "Encyc. Americana" P. 205 - Vol. 29.
 2. Mr. Asquith, M.P., in "Encyc. Americana" P. 205 - Vol. 29.
 3. E. F. Knight "Oversea Britain." P. 289-90.
 4. Right Hon. Joseph Chamberlain was then Secretary of State for Colonies.

were able to foresee the ultimate result, that as soon as these protective measures had achieved their purpose, they would be abolished and the price raised to an exorbitant level. Consequently in spite of the fact that the British Isles were benefiting from the very low prices, fearing lest it should be only a temporary advantage purchased at too high a price, he resolved to act.

Negotiations were begun with the parties concerned which resulted in the Brussels Sugar Convention by which Great Britain and the various European Powers¹ concerned (excepting Russia) engaged themselves to do all in their power to suppress sugar bounties and to exclude from their territories by means of countervailing duties all bounty-fed sugar. The Convention came into force on September 1st, 1903, and was to terminate in 1908; it benefited the British West Indies to a certain extent but the full development of cultivation was prevented by the insecurity of the situation as to whether the entente would be renewed when it expired, because of the opposition registered against it by a number of Free Traders in Great ^{Britain} ~~British~~. Then again, in 1912 there was renewed anxiety when the Imperial Government decided to withdraw from the Convention, but it is an evil wind that blows no good, the other high contracting powers continued their adherence to the pact and England ruled out all preference to sugar whether it be foreign or imperial produce, whether beet or cane sugar, so that no ill effects resulted. Then in 1918 she gave to the signatories of the agreement a six months' notice of her intention to resume complete liberty of action in respect of her policy with regard to sugar and the Finance Act of 1918 provided for the granting of a preference of 1/6 off the duties on sugar, molasses, tobacco, cacao and other products imported from within the Empire to

1. The powers represented at the Brussels Sugar Convention were Germany, Belgium, Spain, Austria-Hungary, France, Great Britain, Netherlands, and Russia.

the United Kingdom and a preference of 2s 6d. per gallon on rum. The preference on sugar was increased in 1925 from 1s.8.3d. per cwt. to 3s.8.75d. and established for ten years at that figure by Clause 7 of the Finance Act of that year.

The British West Indies had in 1912 feared that their protective wall the Brussels Convention of 1903 would be torn down, thus it was only logical that they should seek shelter from hard times by putting into practice the recommendation of the Royal Commission of 1909¹ and seek closer trade relations with Canada. Negotiations in this direction yielded the first Canada West Indies trade agreement. This entente sought mutual benefits for the produce of the contracting parties in each other's country, but the reach was far greater than the aim, it influenced the destiny of the whole Empire. In Britain the principle of Imperial preference was incorporated into the tariff and statements were made by leading statesmen of the time that helped to develop the policy in the various colonies. Indeed, it was something to have the Right Hon. Austen Chamberlain² declare in 1920, just at the time of the Second Agreement between Canada and the British West Indies, that: "the fiscal policy of Great Britain should encourage commerce between the various parts of the Empire" and for Col. Amery³ to say "this movement is so eminently desirable that one may wonder why it has been so long delayed. Whatever contributes to the advantage of a part must strengthen the whole structure of the British Empire and it needs no argument to support the proposition that at all times, and especially in this era of world unrest, measures calculated to develop the resources, increase the population and fortify the commerce of the far flung Empire,

1. Royal Commission Reports presented to Parliament - 1910 - Vol. XI.

2. Rt. Hon. Austen Chamberlain, Chancellor of the Exchequer in Mtl. Gazette, June 18th, 1920 - P. 12.

3. Col. the Rt. Hon. L.C.M.S. Amery, Secretary of State for Dominions. - Ibid -

should have the earnest consideration of public men and the approval of the people."

These statements undoubtedly bore fruit as is shown by the course of events, the West Indies immediately in 1920 renewed their agreement of 1912 and in 1925 made it all that Col. Amery could have desired it to be, since then, they have been busy co-operating with Canada to fulfill its clauses and enjoy the benefits to be derived from it.¹

Antedating the preferential tariff among the various schemes which British Statesmen have evolved to further the prosperity of the British West Indies, was the series of Colonial Conferences inaugurated in 1899 to consider such matters as agriculture, legal affairs, quarantine, customs tariff, etc. All these conferences up to the present have been successful in attaining the objects for which they have been instituted, thus, the outcome of the 1916 Conference, in Legal Affairs, was the establishment of a British West Indian Court of Appeal and the customs conference of 1919 resulted in the adoption of a uniformity of definition and arrangement of West Indian Tariffs. The 1921 conference produced a discussion of the federation of the islands to be known as "The Commonwealth of the British West Indies." During the debate, Mr. Winston Churchill² pointed out that "Canada would not be complete commercially or geographically unless she was associated with the tropical islands of the West Indies; that the more these two portions of the British Empire were interested the one in the other, the greater would be the benefits to both."

1. The three trade agreements are treated separately in Chapter 4 - Text in Appendices A to C.

2. Mr. Winston Churchill, Secretary of State for Colonies in Canadian Annual Review - 1921 - Page 196.

Further from the 1921 Conference, there emanated a Colonial Office mission to the Hon. E. F. L. Wood, Under-Secretary of State for Colonies, to enquire with the assistance of the Hon. W. Ormsby-Gore, M.P., and Mr. R. A. Wiseman, into British West Indian conditions. They evoked much valuable information and their report¹ published in 1922, recommended

(1) the reintroduction of the elective system into the constitutions of Grenada, St. Lucia, and St. Vincent, and its adoption in Trinidad and Tobago, besides a limited representation of the "coloured" population among the elected members in the different legislatures.

(2) that Great Britain should increase its preference to British West Indian goods from 1/6 to 1/3 over a period of ten years, and that a minimum preference of £3.15s. per ton be granted to British West Indian sugar to avert the ruin of the planters from the effects of the post war slump in prices and the loss of German and American markets.

(3) that a further study be made of the question of federation which it believed unfeasible for the time being giving as reason² that

"The first and most serious difficulty is physical. The Average Britisher studies the geography of the West Indies on a small scale map and without visiting them it is not easy to realize what large distances separate the colonies and there is no direct steamship communication between the islands ... A second difficulty in the way of federating an Archipelago is political. In such cases the sea tends to divide rather than unite. Even when the separation is only the matter of a couple of miles, as between St. Kitts and Nevis, it is enough to affect a barrier between the social, political and economic life of the communities..... Among the West Indian Islands is found an astonishing diversity of physical features, climate, language, religion and historical tradition, which tend to bar the way to co-operative effort Greatest importance is attached under the form of government prevailing in the West Indies with the Governor A high commissioner for the West Indies would not be able effectively to establish such personal contact....."

1. Report of the Hon. E. F. L. Wood is contained in the Accounts and Papers Presented to the Parliament of Great Britain in June, 1922 - Vol. XVI.
2. Ibid - Pages 30 to 32.

In addition, it would appear by the wording of his concluding paragraph that the Hon. E. F. L. Wood had taken cognizance of the fact that on August the 3rd, 1920, when a resolution was presented in the legislature of Jamaica urging federation between Canada and the West Indies, it was voted down, for he says:¹

"Having regard therefore to our experience, and to the universal doubts engendered by the word federation, I am satisfied that so long as public opinion stands where it does, it is both inopportune and impracticable to attempt amalgamation of existing units of Governments into anything approaching a general federal system."

Just prior to the Imperial Conference of 1921, there grew a feeling in the British West Indies that there ought to exist a central authority responsible for promoting, extending and following up the work of these Imperial Conferences but the idea for a time appeared open to objections and was left in abeyance. In the meantime Sir Edward Dawson, President of the Associated Chambers of Commerce, drew up a scheme for a central Conference, composed of officials and un-officials with a permanent secretariat and meeting at fixed intervals, to make recommendations, but again in 1922 the scheme had to be set aside for the time being because of objections from certain islands. Then in 1923, the Legislature of Jamaica revived the question a third time and in a resolution forwarded to all the other colonies expressed willingness to consider any proposal that could be made for establishing a standing Conference.

1. Report of the Hon. E. F. L. Wood is contained in the Accounts and Papers presented to the Parliament of Great Britain in June 1922, Vol. XVI -

The Resolution met with so favourable a reception that the Hon. L.C.M.S. Amery, Secretary of State for the Dominions and Colonies, issued an invitation to the various governments to send representatives to a preliminary conference which would consider the proposal outlined above. The invitation was accepted and the delegates met in London in the summer of 1926. They achieved complete success and the result of their labour was a Standing Conference to be called "The West Indies Conference" and in their report¹ to the Imperial Parliament the delegates defined it: "As a purely advisory body with no executive powers meeting at regular intervals and performing for its constituents functions analogous to those which the Imperial Conference performs for the Empire as a whole."

In the rules and regulations set up by the preliminary meeting at London in 1926, it was decided that the conference should be convened alternately in London and the British West Indies at intervals of 30 months, unless, for valid reasons it was considered desirable to postpone it. Thus, in accordance with the above, the Second West Indies Conference which should have been held during the winter of 1927-28 was prorogued with the consent of all parties concerned, and held at Bridgetown, Barbadoes, from January 26th, to February 1st, 1929. Despite its lack of power the Conference is the sole medium for the discussion of the common interests of the colonies in and about the Caribbean Sea; consequently its agenda included for consideration such important problems as: Trade representation in Great Britain and Canada, the Empire marketing in relation to the West Indies, West India Currency, establishment of a West India University, customs uniformity union and free trade, etc., but it excluded the

1. Report of the first B.W.I. Conference held in London in 1926 in Reports of Commissioners etc. Great Britain Vol. IX - 1926 - Section 3 page 4.

project of federation.

Speakers on the question of trade representation pointed out that the trade of the West Indies must increase as a result of the new steamship service provided by Canada under the 1925 agreement, which would necessitate action on their part, therefore, the conference passed a resolution stating as its opinion, that it was desirable to establish a trade commissioner service from the British West Indies to Canada and to that effect invited the Government of Canada and the West Indian Chambers of Commerce to submit a scheme that would be presented to the Governments concerned for their approval.¹ In connection with the proposal of stimulating trade and facilitating exchange of goods, it was suggested that Canada be asked to establish an organization similar to the Empire Marketing Board and that Great Britain remove the restriction that grants to the Board be used only in the United Kingdom. An alternative suggestion was that Canada contribute funds to the Empire Marketing Board to enable the West Indies to overcome obstacles to the sale of their products in the Dominion.² Before any action was taken in the matter of establishing a separate currency for the West Indies, it was decided to consider whether the increasing of Canadian trade would not make the adoption of the decimal or dollar system of currency desirable.³ As to the establishment of a West Indian University to supplement the work of the College of Tropical Agriculture at Trinidad, sympathy was shown to the plan when it came up for discussion, and Sir James Currie, Chairman of the governing body of the College of Trinidad

1. Montreal Daily Star - January 28th, 1929, and February 4th, 1929.

2. Montreal Daily Star - January 26th, 1929, and February 4th, 1929.

3. Montreal Daily Star - February 4th, 1929.

was asked to prepare a report on the preliminary steps necessary to the establishment of the University.¹ After the Jamaican delegate, Hon. A.E.V. Barton, Collector General, had outlined and discussed the advantages of a uniform customs tariff,² the conference drafted the following resolution:

"That the Governor-in-Chief of Jamaica be requested to invite Hon. A. E. V. Barton, Collector-General of Jamaica, to draw up a model customs law and regulations and a model tariff and make suggestions incidental thereto. Further that the scheme when drawn up should be forwarded through the Jamaican Government to the other Colonies concerned.

Also that a recommendation be made that, ~~subject to the general approval of~~ the governments concerned be invited to arrange for supplying Mr. Barton with such information bearing on customs matters as may be required and that he should supply such information bearing on the subject as may be asked by the respective governments."

To complete this outline of the most recent event in the history of the British West Indies, I believe a few facts and opinions stated by Mr. Horace T. Hunter, Vice-President of the Financial Post,³ on his return from a tour of the West Indies aboard the "Lady Nelson" then on her maiden voyage, might be appropriately placed here. Commenting on the subject of Federation, he gives the impression that the question was left out of the Agenda of the Conference because much similar circumstances now prevail as did in 1921 - 1922 when the Hon. E.F.L. Wood thought it unfeasible. Mr. Hunter says:

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1. The Montreal Daily Star January 30th, 1929.
 2. The Montreal Gazette January 24th, 1929.
 3. The Financial Post January 25th, 1929.

"the chief obstacles to Federation seemed to be the rivalry between Barbadoes and Trinidad and the feeling that the larger and more prosperous islands would be called on to support the smaller and weaker ones, some of which had great difficulty in balancing budgets." Mr. Hunter believes that a uniform tariff would greatly facilitate trade but he does not believe that free trade is feasible doubting that they could afford to eliminate the source of a large part of their revenue.

But whatever may be outcome of our commercial affiliation with the British West Indies, let us do our duty by the motherland and place this group of islands besides Canada as the second brightest jewel in the British Crown.

Chapter 3. Population and Economic Resources of the British West Indies of Today.

The West Indies, an archipelago formed of the summits of a continuous submarine plateau, stretch in the form of a rude arc or parabola from the 10th to the 27th parallels of north latitude, i.e. from Florida to Venezuela in South America and on that account have been compared to a causeway connecting the two Americas. These islands, far from being alike in natural features and economic possibilities present great extremes. Some are low, flat rocks, barely peeping above the sea; others gigantic peaks, rising straight to the clouds, which perpetually envelop their summits; others are combinations of flat rugose types. Some present every feature of relief configuration that can be found within a continental area - mountains, plains, valleys, lakes and rivers; some are made up entirely of glaring white coralsand or reefrock; others are entirely composed of black volcanic rock and still others are a combination of many kinds of rocks. Many are as arid as a western desert and void of running streams, others have a most fertile soil, cut by a hundred picturesque streams of living water and bathed in perpetual mist and daily rainfall. Some are bordered only with fringing salt water plants or covered with thorny coraceous vegetation; others are a tangled mass of palms, ferns and thousands of delicate moisture loving plants which overwhelm the beholder with their luxuriance and colour. Some are without human inhabitants, others are among the most densely populated portions of the world ¹ such as Barbadoes, which has 1120 inhabitants to the square mile.

1. R. T. Hill "Cuba, Porto Rico, and Other Islands." Page 29.

References - Encyclopaedia Britannica - Americana.

All the islands with the exception of the Northern Bahamas are within the tropics and enjoy a climate which despite the occasional and dreadful hurricane is the largest factor in the glamour which surrounds them. The evenness of the climate and the fact that the intensity of the heat is greatly modified by the cool trade winds conduces to health in many ways. With the elimination of the yellow fever and malaria mosquitoes by drainage of swamps and improved sanitary conditions, the death rates have been reduced to normal. Still it remains a well established fact that white people living in the West Indies need occasionally to visit the North - the tonic effect of northern air preventing enervation. Similarly northerners might benefit by a journey to a hot climate.

The land area of the West Indian islands is nearly 100,000 square miles with an estimated population of 6,500,000 of which approximately 12,500 square miles comprise the British West Indies with a population of some 2,000,000. This population is composed of brown, black, yellow and white peoples, the larger element being the black or negro which in many of the islands is twice as numerous as the whites, whereas in others, such as Jamaica the ratio being as high as forty to one. But this element has been greatly modified by admixture with the various white races, which at different periods have migrated, wilfully or by compulsion, to these islands so that at the present time they include all grades of colour. Thus in Trinidad a strong Spanish element exists in the coloured classes, while in Dominica and St. Lucia, as might be expected, from the earlier history of these islands, the Gallic character is very noticeable. In Trinidad, in addition to the Spanish families descended from the French Royalist families, which migrated there from Guadeloupe and Martinique at the time of the French Revolution. In the small islands of Montserrat and Nevis, the Irish

element is strongly represented by decendents of Irish prisoners exiled there by Oliver Cromwell and adventurers that came to St. Kitts under Warner and up to this day the characteristics of these early white settlers live. Jamaica, however, stands somewhat in a different category, captured by Cromwellian troops sent against Hispaniola (Hayti) in 1655, many soliders of the invading army were persuaded to remain and settle. Later on the Portuguese element was introduced so that at the present time few traces of the original Spanish settlers are to be found.

The abolition of slavery also had its effect on the composition of the British West Indian population by the introduction of Chinese and East Indian coolies to perform the labour which the emancipated negro refused to do. The Chinese are met ^{to} some extent in Trinidad and occasionally in the other islands and result most probably from the one time extensive migration to British Guiana and Cuba. The East Indians are found mostly in Trinidad, Jamaica and St. Lucia. Commenting on the subject of racial composition, the Report of the West India Royal Commission of 1897¹ apparently favours the East Indian as a settler and labourer, comparing him to the negro as follows: "The negro is an efficient labourer, especially when he receives good wages. He is disinclined to continue labour extending over a long period of time and he is often unwilling to work if the wages offered are low though there may be no prospect of his getting higher wages from any other employer. He is fond of display, open-handed, careless as to the future, ordinarily good humored and excitable and

1. Extract from the original report in an article of the Weekly Bulletin of the Department of Trade of Canada, August 9th, 1920 - Page 386.

difficult to manage, especially in large numbers when his temper is aroused. The East Indian immigrant, ordinarily known as the coolie, is not so strong a workman, but he is a steadier and more reliable labourer. He is economical in his habits, is fond of saving money and will turn his hand to anything by which he can improve his position." Thus if more settlers of this type could be attracted to the West Indies, not only the wealth of noble families as in the past, but that of the British Empire in the future would be enhanced.

The wealth of the West Indies built the fortunes of many a noble family and business house in England. It has been said with truth by Mehan, that during the Napoleonic wars, "they were the chief support of our commercial strength and credit, which carried us to a triumphant success." In dealing of these natural resources which in time of stress kept up the prestige of the Empire, I will follow the causeway from North America to South America treating of each separately and in rotation.

JAMAICA AND DEPENDENCIES.

Jamaica (4,207-1/6 square miles) lies at altitudes varying from sea level to five thousand feet, the temperature accordingly varying from a mean of 78.8° at sea level to 62.4° at five thousand feet. The rainfall also varies as much in different parts of the island as the temperature resulting in a great variety of products. These products are essentially agricultural but they are grown on one-fourth of the land available, the remainder being dangerous to clear or requiring irrigation.

The banana has been now for many years, the chief export of this island,³⁶ and it was here that an American captain of a small schooner recognized its worth as an easily marketable and exportable fruit. The island has many advantages over other countries so far as banana cultivation is concerned. The

vast tracts of virgin land in the Central American republics are all at least two days further from the chief markets in the United States and Canada. Labour is also cheaper in Jamaica where exists in full measure the heat, moisture, and good fat soil required for the cultivation of the banana. In 1913 there was 8.7% of the total area under cultivation devoted to bananas, whereas in 1927 this figure had increased to 19.1%. This phenomenal increase is attributed to the first class service of the United Fruit Co., between Jamaica and the Atlantic seaports of the United States, now that direct communication with Canada has been inaugurated doubtless the industry will further progress.

Next in importance is sugar, once the staple commodity of the British West Indies. It seems in Jamaica to have lost for a time its preeminence though efforts are now being made to reestablish it on firm foundations with prospects of regaining its lost prestige. The export crop in 1926 was 48,000 tons as compared with 37,000 tons in 1925. Efforts have been made to secure co-operation among the planters for the manufacture of alcohol motor fuel on a large scale thus providing an outlet for such products as molasses and sweet potatoes, but the success of this scheme would rest on two conditions, greater production than at present and exclusion of foreign petrol by prohibitive duties.

Minor products are cocoanuts, coffee, cacao, oranges, tobacco, rubber, tea, and spices.

There is no forestry department in the island and cultivation of timber trees is an unknown industry. Almost all the timber of the plains and hillslopes up to 5,000 feet above sea level has been destroyed. Efforts are, however, now being made to remedy this wanton destruction by the planting of timber trees distributed free by the Government.

No minerals of any consequence seem to have as yet been discovered.

The manufacturing industries are those of match making, cigars and cigarettes, breweries, distilleries, bottling works, planing mills, and manufacturers of jippi-jappa hats. There has been little progress in the development of water-power, the Jamaica Public Service Co. Limited, possesses the only plant of importance, generating electricity from water power used mostly for lighting purposes.

Two groups of islands form the dependencies of Jamaica. The Cayman Islands to the northwest comprising Grand Cayman, 17 miles long and from 4 to 7 miles broad, Little Cayman, 9 miles long, 1 mile broad, and Cayman Brae, 10 miles long, 1 mile broad. The product of the two smaller islands is the coconut, whilst the people of Grand Cayman raise horses, cattle, pigs and poultry, besides catching turtles. In all three islands, use of the native woods are made in ship building. Grand Cayman exports small quantities of ^{dyewoods} ~~dryerwoods~~, mahogany, cedar, and other timber. To the northeast are the Turks and Caicos. The Turks are a group of nine tiny islands, the largest Grand Turk having an area of 10 square miles, and Salt Cay having an area of 5-1/2 square miles. The Caicos islands, seven in number, lie to the northwest of the Turks. The main industry of these islands is the gathering of salt from ponds covering an area of about 600 acres and yielding annually about 4,000 bushels of salt per acre.

THE BAHAMAS ARCHIPELAGO.

The Bahamas consist of 29 islands, besides a large number of keys and rocks, the area of which is 4,266 square miles. The topography of this archipelago is very different from the remainder of the British West Indies in that there are no mountains, the most of the isles being flat ~~salt~~. Many of the islands being outside of the tropics reveals itself in the variety of products which comprise those of the temperate and tropical zone.

The principal industry of the colony is sponging. Sponges are found in great quantities on the abanks which cover an area of some 500 square miles beneath the shallow waters surrounding the islands, but they are especially plentiful in the vicinity of the Andrews, Abaco, Acklins, Exuma, and Eleuthera islands. Though it is acknowledged that the best sponges come from the Mediterranean¹ the western shore of Florida being second, and Cuba with only one type, third; we may say that all types are produced and grown on the Bahamas banks and are much sought throughout the world. This industry has ^{suffered much} ~~much suffered~~ from hurricanes in recent years which at different times destroyed or heavily damaged the sponging fleet, e.g. in 1926 exports amounted to £80,000 as compared with £115,000 in 1925. Recently experiments have been carried on with the cultured sponges against the natural growth and their meeting with success may have an effect on the growth and

1. Canada and the British West Indies - Article XVI - "The Bahamas Archipelago" by Watson Griffin in the Weekly Bulletin of the Dept. of Trade of Canada - Oct. 18th - 1920 - Page 1135.

"The Bahamas Marine Products Board have recommended...that Mediterranean sponges be transplanted to the waters of the Bahamas...the marine conditions are almost identical."

prosperity of the industry.

As has been seen, the colony is sub-tropical ^{so} ~~as~~ that both northern and tropical plants exist, the pine tree and the palm growing literally side by side. Extensive areas of pine forests are found on several of the islands, suitable for conversion into lumber, some of these particularly those of Abaco, Andros and Grand Bahama have already been let on license to an American firm which pays a royalty on all timber obtained. The total cut during 1926 was 12,152,972 feet and 172,749 shingles - A small supply of salt is raked from the ponds in the islands of Inagua and Rugged - Although fish of excellent quality and in large quantities exist in the surrounding waters, the only fishing carried on is for local consumption and occupied during 1926 an average of 270 persons. Agriculture is also a minor industry, there being only 37,731 acres sown to crops. Oranges and grapefruit of fine quality are produced and pineapples grow well, while small quantities of cocoanuts are exported but since 1908, due to a hurricane, they have decreased and been superseded by sisal hemp, the soil of the Bahamas being apparently favourable to the product.

THE LEEWARD ISLANDS.

Antigua
Dominica

St. Kitts-Nevis

Montserrat
Virgin Islands

square

Antigua - (108-1/4/miles) is mountainous in the south, the highest peak having an elevation of 1,360 feet and there is a low range of hills in the north, while the central part of the island is generally level or undulating. The rainfall is greater in the mountainous southern district than in other parts of the island, which is generally dry. In Antigua the sugar cane has maintained itself in first place through it is still subject to falling down at intervals.

Of a total of 19,454 acres of land under cultivation, 16,480 acres were devoted to sugar cane in 1926, but owing to unfavorable weather and failure on the part of the planter to properly cultivate their lands, it has been estimated by the directors of the Antigua Sugar Factory that the crop was 50% less than it should have been. Considerable quantities of cotton are grown in the island but conditions do not seem to be very favourable. At an early stage in the history of the presidency, the land was entirely stripped of its forests and a proposal to reforest the hills as means of conserving rainfall is under consideration and experiments on a small scale are being conducted by the Agricultural Department, which are still at too early a stage to predict any results. There is no organized fishing industry, the fish at present caught are used for local consumption and even so there is a general insufficiency.

St. Kitts: (66 square miles) is very mountaineous, consisting of a lofty range of mountains reaching at one point 3,771 feet above sea level, being separated into three distinct groups. From sea level to from 700 to 800 feet and sometimes up to 1,000 feet on the windward side, the land is mostly under sugar cane. Up to 1,100 feet the land is planted in ground provisions or in pasture, while above 1,100 feet the mountains are covered by virgin forests protected by law. Nevis - is separated from St. Kitts, with whom it forms a presidency, by a shallow channel two miles wide. It is a round, cone-shaped island, rising gradually from the sea to an altitude of 3,200 feet and has an area of 50 square miles. St. Kitts is preeminently a sugar producer; this industry having been developed to the widest extent by the careful cultivation of

her fertile lands by a keenly interested body of planters, whose constant endeavour is to see that every yard of her soil produces its full value besides, a central factory that is considered to be one of the most efficient and up to date in the West Indies. Approximately 20,000 tons of sugar are annually produced in St. Kitts. Sea island cotton is grown extensively in St. Kitts as an intervening crop between the two cane crops, and comprised in 1926 an area of 5,000 acres, yielding 344,697 lbs. of cotton lint^t and some 30,000 lbs. of cotton seed. While, superficially Nevis appears to resemble St. Kitts, a marked contrast between the two islands is found to exist upon closer examination. In the first instance, the foothills in Nevis are not composed of a fine volcanic ash as in the case of St. Kitts, but of a coarse boulder formation scattered all over the island, which entails the clearing of stones and the drainage of fields before cultivation, with the result of poor cane crops. Consequently much of the land is only suitable for coarse pasture and is in marked contrast with the fresh green colouring of the foothills of St. Kitts. The only deposit of importance in Nevis is one of pottery from which the few inhabitants fashion earthenware vessels and coal pots by hand. The absence of rivers in Nevis renders the provision of an adequate water supply a difficulty.

Dominica. (305 square miles) the largest of the Leeward Islands. Dominica is an island with future possibilities. It is of volcanic formation as evidenced by many sulphur springs and its mountains are the highest in the Caribbean Islands, attaining at the highest point an altitude of 5,314 feet. It has a rich soil, and is well wooded and watered. The mountain sides and deep ravines are still largely clad with virgin forests containing valueable timber. These forest lands are owned by the Government and are offered for sale at \$2.50 per acre. Dominica seems dependent for its prosperity particularly on the lime industry. It is generally claimed that limes require peculiarities of climate

and rainfall found in a few islands of the British West Indies, of which Dominica is one, and it is further said that these islands will always be the chief centres of production. Yet, one can hardly believe it, in perusing statistics and finding that prior to 1923 the island exported annually 400,000 barrels of limes, whereas it now exports an annual average of 225,000, the main reason for the decline being the competition of the Sicilian industry which is practically a government concern. At the present time diversification of industry is being put into practice as recommended by the Report of Sir Francis Watts in 1926 and as a result the list of produce of this island now include bananas, cocoanuts, cocoa, coffee, tobacco and spices.

square

Montserrat: (32-1/2/miles) is an island of volcanic origin and as its name implies, a very rugged and mountaineous one. The mountains are divided into three groups, the highest point 3,000 feet in elevation being in the southern part of the island while the cultivable slopes are mainly on the western and southeastern sides. Although the island is small, the rainfall varies considerably in different districts there being a difference of about 25 inches between the driest and wettest places. Cotton, the principal export has of late years rapidly displaced to a great extent limes and sugar, formerly the staple articles of production. In normal years approximately 2,600 acres are devoted to cotton, the average yield of which is 450,000 lbs. That of 1926 was exceptional, the yield being 600,217 lbs. from an ^{acreage} ~~average~~ of 3,500. Minor products are ^{onions} ~~ionins~~, sugar, pineapples, avocado pears, and limes. Montserrat though famed for its lime juice, has never been able to raise the industry from the minor ranks because of a blight which kills the old trees as fast as new ones

are planted and come into bearing.

The Virgin Islands - thirty one in number, include Tortola, Virgin Gorda, Anegada, Jost Van Dyke, Peter's Island, and Salt Island, the largest of which Tortola has an area of 58 square miles. As the islands are hilly and rugged they do not have a large area of fertile land, but the climate is delightful. The chief industries of the sparse population are the raising of horses and cattle, fishing and the growth of cotton. Some of these produce are exported to the neighbouring islands but on the whole the Virgin Islands are unimportant commercially.

The WINDWARD ISLANDS.

St. Lucia St. Vincent Grenada

St. Lucia (233 square miles) most northerly and largest of the Windward group, topographically and geologically, is almost an exact replica of Dominica. Like the latter, it is very mountaineous though they are not as high and the valleys are broader, the rivers being consequently smaller, but each valley has at least one. The prosperity of the island is mainly dependent on agriculture which provides employment for the majority of the inhabitants. Yet this industry has not been developed to its full extent and the inhabitants are only now beginning to realize the possibilities of the fertile soil of this island. Many estates are now worked on scientific basis but many, chiefly owned by peasants, are on the verge of abandonment. In St. Lucia the sugar industry has been redeveloped to become a leader, extending throughout the most fertile valleys and alluvial flats. Four large sugar factories are conducted on advanced lines producing various grades of sugar and a

by-product, rum. In addition practically all the larger sugar cane estates possess equipment supplied by water power for the manufacture of syrup and fancy molasses. In 1926 the total amount of sugar made was 6,020 tons as against 5,564 tons in 1925. Of equal importance is the planting of limes which was undertaken in 1902 but did not become a major industry until 1906. Limes thrive remarkably well in wind protected areas of the colony, the conditions of climate, soil and rainfall being favourable to the industry. All the large lime ^{estates} ~~estates~~ of the different islands have their own mills for making concentrated juice or citrate of limes. In St. Lucia the Government has established a mill to manufacture concentrated juice for the benefit of the peasant proprietors, and planters who have no mills. Thus it seems that with such co-operation from the Government ^{and} ~~of~~ the use of mechanical cultivators and irrigation the island ought to be able to make for itself a prosperous future.

St. Vincent (150 square miles) sometimes called "a miniature Dominica," is in one respect altogether unlike Dominica, possessing roads almost everywhere. The whole island is highly elevated but a large proportion of the hills are not too abrupt for cultivation. The soil is very fertile and the rainfall is nearly always ample. At the north end of the island is a wide stretch of level country gradually sloping up from the sea to the mountains in the background, this was the richest and most highly developed portion of the island until it was blotted out in May 1902 by an eruption of the Soufrière, a nearby mountain. This section is only now being re-occupied and proves to be more fertile than ever, and in the meantime the remainder of the island has had an opportunity of showing its value. At one time St. Vincent was not prosperous due to the lack of an industry to take the place of sugar cultivation which had fallen by the roadside. Today, however, it is perhaps one of the most prosperous of

Britain's Caribbean possessions. Arrowroot has become the staple commodity and attained world renown. The island is one of the chief sources of supply of arrowroot; its soil being particularly favorable to the successful cultivation of the product and particular attention is given by the factories to the grade of the article produced. This industry is supplemented by the growing of cotton to which 7,456 acres were devoted in 1927, an increase of approximately 1,100 acres over the previous year, but, on the other hand, exports decreased 82,000 lbs. showing the effect of insect pests. The sugar industry with its by-products rum and molasses, show a tendency to coming back into their prime with the introduction of new machinery on two of the large estates. Satisfactory tests have been made in the production of manila hemp which may, in time, be produced on a large scale. A few forests remain for the conservation of rainfall.

Grenada (120 square miles) the most southerly of the Windward Islands, is irregular in shape, purely volcanic in its origin and very mountainous. The colony is very prosperous and depends entirely on agriculture for its prosperity. Sugar was at one time a staple commodity, but that produced now is of low grade and is consumed locally so that the island has not felt the effects of its depreciation in value. Most of the sugar works in existence at the present time are used for the distillation of rum, for which there is a profitable domestic market consuming some 50,000 gallons annually. The staple product of the present is cocoa, the reason for its greater prosperity here than in the other islands seems to be a more careful selection of land suitable to its cultivation and the major fact that the crop matures and is harvested earlier allowing the planter to take advantage of occasional spurts in prices. Cotton largely cultivated at the end of the 18th century, when upwards of 2,000,000 lbs. were annually

exported, is at present only grown in small quantities. Forest areas are very small, their main value being in preserving the sources of water supply. There are no commercial fisheries and the small quantity of fish caught barely supplies local wants.

BARBADOES.

Barbadoes (166 square miles) is nearer the mother country than any other of the British West Indian Islands. The island^{is}/of coral formation with the exception of the north east section, which is volcanic in origin, and is entirely surrounded by coral reefs. Very little of the area of the island is unsuitable for cultivation, the shallow soil which is remarkably fertile, has been formed by successive deposits of volcanic ash, the last of which fell in 1902 when La Soufrière in St. Vincent was in eruption. Barbadoes is a great farm, practically the whole population of the colony being engaged in agriculture. The sugar cane is the mainstay of the island, its cultivation was begun in the middle of the 17th century; this island being the first place in the British Dominions in which the sugar cane was planted and it has been continued uninterruptedly to the present day. Large quantities of the cane juice are manufactured into fancy molasses. The area under sugar cane is about 7,400 acres. The greater inducements offered during the war period for the production of sugar cane caused a curtailment in the cultivation of cotton, but since the slump in sugar values, the area under cotton has been extended and the industry has been revived and about 2,000 acres are given to its growth. The 1926 yield was in some districts 1,000 lbs. per acre with a general yield of 328 lbs. to the acre throughout the island. At present the market for this sub-

stance is depressed. With the exception of the dwarf ^x Chinese banana, fruits do not thrive very well in Barbadoes. There are indications of petroleum in Barbadoes and experts have expressed the opinion that large quantities exist that will in time be discovered. But no active investigations have as yet been carried out nor have any wells been drilled. The total area of forest land in the colony is slightly over 1,000 square miles practically all of which is under commercial timber.

TRINIDAD AND TOBAGO.

Trinidad (1,860 square miles) and Tobago (114 square miles) lying directly in front of the delta of Venezuela's great river, have been called the "Daughters of the Orinoco." Nearly the whole area of these islands is suitable for agriculture. The soil is rich, the rainfall generally abundant, and the climate equable, while both islands are absolutely free from earthquakes and hurricanes. There are three ranges of hills in Trinidad, one fringing the north coast, one near the south coast, and the third between, but the general character of the country is level or undulating. Tobago has been described by Lt. Col. J. H. Collens of Trinidad as follows:¹ "From the northeast, a main ridge of hills runs down the centre of the island for about eighteen miles, with long, deep valleys separated by bold sub-divided spurs. These valleys are extremely fertile and well watered. The central portion is undulating with little valleys, while the southwestern or Leeward district is flat." These islands grow almost every kind of tropical products, but the

1. Weekly Bulletin of the Dept. of Trade and Commerce of Canada - September 13th, 1920 - Page 748.

only agricultural products exported in considerable quantities are cacao, cocoanuts, copra, sugar, molasses, rum and fruits. The cacao prior to 1926 was an important industry but in that year it was nearly wiped out by a hurricane and is only now beginning to regain its prestige. Sugar yielding a crop of 73,561 tons in 1926 showed an increase of 4,000 tons over the previous year and of nearly 14,000 tons over the best of the preceeding five years, and there are prospects of further progress with the increase of animal drawn implements and motor tractors. There are also included in a list of minor agricultural products coffee, rice, corn, yams, sweet potatoes, peas, and rubber.

There are included among the exports of the islands besides agricultural products two articles which comprise a fairly large portion namely, asphalt and petroleum. When Columbus discovered Trinidad he thought he had found a part of the mainland and was far from picturing to himself an island with a most curious natural phenomenon - a pitch lake. Where did it come from? "The Caribs theorized in weird tales. Science came to the rescue and suggested that wells of petroleum far beneath the surface were slowly forced upwards by the natural gas and volcanic action. By this process the oil was mixed with a very fine clay and, in time, as the material cooled, a substance called asphalt was created."¹ The lake is bedded in the crater of an extinct volcano of unknown depth, it covers a nearly circular area of 114 acres and is estimated to contain about 9,000,000 tons of asphalt over 1,500,000 tons having already been

1. "Trinidad - where the pavement begins." by F. D. Hopley in Mentor, November 1924, Page 56.

taken out. The extraction of asphalt was first begun in 1888 when the Government leased the lake to a British American Company described as the "Concessionaires," the terms being the payment of £10,000 annually (based on a minimum quantity of 30,000 tons removed at a royalty of 1s.8d. and an export duty, when shipped out of the Colony of 5s. per ton) for 21 years. In 1891 the period was increased by another 21 years on prepayment during the first twenty-one years of an additional £4,000. In 1925 a fresh lease was granted for another twenty-one years from the first of February, 1930, the terms of the new concession being increased as regards royalty by 50% on crude and 1s.2d. per ton on dried asphalt. The quantity of asphalt produced in 1926 was 237,300 tons and the quantity exported was 180,951 tons as compared with a production of 201,107 tons in 1925 and an export of 157,985 tons. In 1856 a company operating in the vicinity of the Pitch Lake refined local asphalt for lamp and lubricating oils. The first oil well was drilled in 1867, and from that year to 1908 attempts were made with varying success until the New Trinidad Lake Asphalt Co., drilled one of the first big wells and proceeded to export in 1910, the first oil cargo. The total production of petroleum at that time was approximately 6,000 gallons; in 1912 - 15,300,000 gallons; and in 1926 - 174,001,487 gallons - an increase of 20,473,742 gallons over the previous year. At the end of 1926 there were actively engaged in the exploitation of oil in the colony, seventeen companies with a total share capital of £14,000,000 holding under licenses and leases over 200,000 acres of crown lands. There are also in Tobago indications of petroleum deposits which are as yet untouched. In Trinidad about 200,000 acres of Crown lands have been reserved for forests, but the trees are mixed, only a few of the same kind being found together. It is proposed to gradually cut down the trees of little commercial value and to replace these as well as the burned areas with valuable timber trees. No immediate results of this policy beyond the mainten-

ance of rainfaill is to be expected.

From the above survey one may realize the contrast that exists between these possessions of Britain in the Caribbean sea and our Native Land. The British West Indies comprise a group of islands, many of them not much larger than some of the islands in the main river of Canada. Some of the larger islands are among the most densely populated centers of the world, whereas Canada, which is over 250 times larger than the whole of the West Indian Islands, has only 2,500,000 more inhabitants^t. Not much over 5% of the population of the British West Indies is white whereas in Canada less than 2% of the population is coloured.¹ These regions enjoy throughout the year, a climate which is our privilege for only a portion of that time. They are not hampered in trade by frigid temperature, but nevertheless, they must labour under the terrible threat^t of hurricanes, which are hardly known to us. The economic products of the British West Indies are overwhelmingly those of a tropical agricultural community. Industries which form the base of our national development are conspicuously absent. Agriculture comprises such crops as sugar cane, limes, cocoanuts, cacao, cotton, bananas, etc., it knows none of the great staple commodities of the same industry in the northern zone, wheat, oats, barley, butter, and cheese, etc. In the domain of minerals with the exception of petroleum and asphalt, themselves products of minerals, there is nothing that assumes the character of a local industry - gold, silver, iron, copper, nickel are all conspicuous by their absence. Even were it not for a caprice, a sport of nature, there would be no exceptions to record. Mention is made of the great banks of

1. Canadian and British West Indian Census of 1921.

the Bahamas but unlike those of the Atlantic coast of Canada, they yield sponges, not fish. The sea fisheries of the British West Indies are insignificant affording interest and pleasure to the sportsman rather than a means of livelihood to a part of the population. The forests of these islands are scarce necessitating in many of them reforestation to preserve the rainfall, consequently here again, an industry which is the leading among the forty most important of Canada - pulp and paper - is totally unknown. Yes, how different these parts of an entity - the British Empire.

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Chapter 4 - The Trend of Preferential Trade between Canada and the British West Indies.

A For many years, prior to the last decade of the nineteenth century, proposals for commercial reciprocity between Canada and the British West Indies had been under consideration. In 1890 Mr. Foster, then Minister of Finance in the Dominion, visited the West Indies with this purpose in view, and in 1898 he was successful in having Parliament extend to this part of the British Empire the Canadian Preferential Tariff which had already been granted to Great Britain. In championing the cause, he claimed that Canada had Imperial responsibilities and would not only help the Colonies who were experiencing a period of distress but Her Majesty's Government as well.

Under the preferred tariff thus granted, the produce of the British West Indies were allowed to enter at a 25 per cent reduction of the current rate of duties; it was later increased to 33-1/3 per cent. The entrance of refined sugar was also permitted under the same tariff provided it was British grown. But from 1898 to 1903 the effect of this concession was not extremely noticeable as the American Market was still fairly available. After 1903, though, conditions were entirely altered by the Brussels convention. It resulted in Bounties on European beet sugar being abolished and the United States repealing the countervailing duties it had formerly imposed upon it, thus depriving the West Indian sugar producers of their favoured market.

The Brussels conference in forcing the West Indian sugar producers who wished to immediately recoup themselves for losses to turn and take full advantage of the Canadian Preference was the first factor that contributed to the prospects of fulfilling the hope of many; the existence of trade relations with the British West Indies on a preferred basis. A second factor still further improved conditions, the imposition of a surtax on beet sugar from Germany which entirely shut the product out of Canada.

The forces at work were successful and the attention thus centred upon our Canadian markets led to a renewal of the proposals for a reciprocal arrangement between Canada and the West Indies. The Boards of Trade of Toronto, Halifax, and St. John sent representatives to the West Indies to study trade conditions. Then a conference attended by representatives of all the islands was held at Barbadoes in January 1908 to consider what might be done to encourage trade relations with Canada. But the most important link in the chain was closed by the Canadian Government, who, fearful that difficulties might arise in the conclusion of separate reciprocity agreements with the different colonies, proposed in a report of the committee of the Privy Council that the whole subject should be further discussed and considered by a conference organized by Imperial Authority in the form of a Royal Commission.

The Imperial Government which had promoted the "entente" from behind the curtain immediately appointed in 1909, a commission composed of Lord Balfour of Burleigh (Chairman), Sir John Dickson Pounder (who later as Lord Islington was Governor General of New Zealand), Sir Daniel Morris, and Messrs. Fielding and Paterson of Canada.

The problems of major importance which were discussed at all the meetings held in the islands were: the fruit exports to the United States, which were of much value and which some feared might be affected in a retaliatory manner by any combined West Indian preferential policy; the importance of Canada's preference in favour of West Indian sugar and the necessity of better steam communication with Canada, with Great Britain and amongst the islands themselves. After a final visit to some of the islands the Commission sailed for England in the early winter of 1909 and completed its work in London.

Its report was issued on September 27th, 1910,¹ and dealt first with the Canadian preference to West Indian sugar expressing the following opinion as to its value and influence:-

"We are convinced that the preferential policy initiated by the Canadian Government has already been of very great benefit to the West Indian producer of sugar. This is admitted by the best informed, most intelligent, and most candid representatives of the industry. It is impossible to state with absolute accuracy the proportions in which the preference has been divided and the discrepancies to be observed in the estimates of witnesses were to be expected; but we are of the opinion that taking one year with another those interested in the production of British West Indian sugar have received from one-third to one-half or approximately from 9s. to 14s. per ton above the price which they would have been able to obtain without the preference. Beyond all question, those interested in the production of sugar in the West Indies have also received collateral advantages in the widened area of their market outside Canada as for example, on the Clyde, Greenock refiners have purchased sugar grown in the West Indies and have exported the refined product to Canada and by the operation of the Preference given by the Dominion upon the refined product of British ~~sugar~~ grown sugar, they have been able to do, to some extent, a successful business."²

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1. Report of the Royal Commission on Trade Relations between Canada and the West Indies - September, 1910.
 2. Royal Commission Report - 1910 - Part 4 - Page 15 - Sections 45 to 48.

The commission further expressed the opinion that the arrangement benefited the Canadian refiner by relieving him of the competition for supplies in other markets and by stimulating consumption through the reduction of duties. Regret was expressed as to the fact that in the early months of 1909 the Canadian Refiners had been given the permission to import 20 per cent of their consumption of non preferred sugar upon the preferential terms and it was hoped that this Canadian preference would not be continued without reciprocal concessions.¹

The general situation was summarized by saying that: "The geographical position of the West Indian Colonies must always tend to throw them under the influence of the fiscal policy of either the United States or of the Dominion of Canada."²

As to West Indian policy, the following suggestions were made: "What appears to be necessary, however, is not a uniformity of tariff for the West Indies, however, desirable that may be; not even the uniformity as to the method of creating the Preference -- whether by increase or by diminution of duties -- but that a uniform minimum amount of preference should be established and that so long as that minimum is recognized and provided for, each of the Colonies should be left free, so far as any agreement with Canada is concerned, to impose whatever duties may be deemed necessary for the purposes of the Colony."³

A long section of the Report dealt with the matter of steamship lines and the difficulties of having a fast service which would safeguard the interests of the smaller islands and compete also with the superior commercial advantages and facilities of New York as a port. The maintenance of a better service was

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1. Royal Commission Report 1910 - Part 4 - Page 16 - Section 53 - page 18, and Sections 63 to 65.
 2. ---Ibid----- Page 21 - Section 76.
 3. ---Ibid----- Page 22 - Section 85.

urged with the present British and Canadian subsidies continued and increased if possible; with the establishment of a fast mail service between Canada and the West Indies running at least 15 knots an hour.¹ Reduced telegraph and cable rates were urged and the Imperial acquisition of the existing Cable lines was suggested.² It was also stated that the present Imperial grant of £5,000 a year for the encouragement of West Indian agriculture should be continued and the extension of trade in fruits, wherever possible was urged.³

The following paragraph as to existing Canadian business relations with the West Indies was concise:

"To Canadian business men it should be said that it is impossible to ignore the almost universal opinion throughout the West Indies that Canadian business methods are unprogressive and unenterprising. The conditions are easily understood. Canada has been growing rapidly. She has been too busy with her own markets and developing her internal resources to be able properly to organize for foreign trade. She has been in immediate competition with a most enterprising neighbour whose commercial organization is, by comparison, complete and long established. The contrast has been inevitably to her disadvantage. But the time has come when she can no longer neglect many things which have hitherto been unimportant. Neither favouring tariffs, nor improved steamship service will fling trade into her lap without effort on her part. Her trade must be solicited, nursed carefully, tended and zealously guarded. Then she will find a large

1. Royal Commission Report 1910 - Part 12 - Pages 29 to 39.

2. ---Ibid--- Part 16 - Page 45 - Section 199 and Page 46 - Section 207.

3. ---Ibid--- Part 13 - Page 38 - Section 168.

and most profitable market^x open to her in the West Indies, but the market is not to be given for the asking. It has to be won and held."

B In the meantime, the report of the Commission was studied by the legislature of the several islands and on January 10th, 1912, it was announced in the Canadian Parliament that all except Grenada, Jamaica and the Bahamas, whose condition had been separately treated in the Report of the Commission, had accepted its recommendations. At the same time, papers were tabled respecting negotiations for improved trade relations between Canada and the British West Indies. The terms of a proposed conference of these Colonies with Canada were discussed and a scheme outlined by the Colonial Secretary.

On March 27th, 1912, the delegates arrived in Ottawa and the formal sessions of the Conference commenced on April 1st. In opening the discussion, the Governor-General reminded the representatives of all the parties concerned that "their mission had for sole object an endeavour to establish the maximum benefit at the minimum mutual sacrifice; for the West Indies have products which we need in the Dominion of Canada and Canada can supply commodities which the West Indies need and do not produce."¹ On April 9th, the Conference was terminated by the signing of a draft treaty in the presence of the Governor-General and Mr. Foster made the following official announcement.²

"The agreement is made for a term of ten years and is revocable at the end of the period named therein, on one year's notice. It includes exchanges of products on a wide and generous scale and is based on a preference to the products of each country in the markets of the other. The agreement goes to the Governments of the Colonies included for consideration and comes into effect when approved by both the Dominion and Colonial Legislatures and His Majesty's Secretary of State for the Colonies. It will be possible for all these to consider and decide and for the agreement to go into effect before the beginning of the

1. Canadian Annual Review 1912 - Page 116.

2. -----Ibid----- Page 116.

x Canadian Annual Review - 1910 Page 114.

year 1913. The agreement is between Canada and the interested colonies alone and leaves both sides with complete liberty to adjust their tariffs as respects all other countries. Grenada, the Bahamas, and Jamaica, are not included....."

Under the terms of the treaty on fish and meats of all kinds, on wheat, flour and cereal foods, on coal, butter, cheese, lard, hay, animals, and poultry (living), brooms and brushes, boots and shoes, agricultural implements, iron and steel nails, etc., wire, machinery, vehicles, india rubber, paint and paper manufacturers, vegetables, soap, furniture, manufacturers of wood, pianos and organs, cement, glass ware, fresh, canned and bottled fruits, nickel plated, gilt, or electro plated ware, calcium carbide and condensed milk, the Customs duties imposed by the islands included in the Agreement, upon Canadian products or manufacturers, were not at any time to be more than four-fifths of the duties imposed by them on similar foreign products or manufacturers, provided that on flour the preference in Canada's favour was not to be less than 12¢ per 100 lbs. Sugar, molasses and syrups, shredded sugar cane, fresh fruits and cocoanuts, asphalt, coffee, cotton and cotton seed oil, rice, crude petroleum, oils, rubber, bulbs, salt, arrowroot, sponges, ginger and other unground spices, fresh vegetables, tapioca, honey, essential oils, peanuts, uncut diamonds, sawn, split or dressed timber, vanilla beans, lime juice and a few minor products were to enjoy the preferential tariff when imported into Canada. On cocoa beans, lime juice and limes, under certain conditions Canada was to impose a duty when coming from foreign countries. As a whole the preference worked out to a rate of 20 per cent for about 50 Canadian articles or products in the principal markets of the West Indies (except Jamaica). It gave the same preference to the products

of the West Indies in the Canadian markets and certain valuable concessions in respect to the sugar trade - the notable one being the withdrawal of the permission given in 1909 to Canadian refiners of purchasing one-fifth of their raw sugar at preferential rates outside of the Empire.

The agreement was approved by the general public, for instance by Mr. R. W. Breadner on behalf of the Canadian Manufacturers Association, and various individual manufacturers though a few people expressed contrary opinions in the Toronto Star, uttering their doubts as to the benefits Canada would reap from its clauses.

Early in August, the islands concerned had ratified the treaty, with the exception of Trinidad, Jamaica was definitely omitted. The reason for the hesitancy was well expressed by a correspondent in the Toronto Globe of January 29th, 1910.¹ "The shadow of the American Eagle spreads over the land." Thus, the New York exchange tried to frighten traders in the islands by issuing a circular² in March 1912, declaring that "The flour trade with the West Indies is very important to these markets and it would be foolish to stand by idly and see it going away if we have at hand some weapon to prevent it. The United States offers an immense market for West Indian produce, a market more important to them, than that offered by Canada and it ought to be possible to make an effective protest." In addition merchants were informed by business representatives of American firms, that if they made themselves party to an agreement with Canada, they would most probably face in the United States markets, hostile legislation in the form of tariffs. Hence it is not surprising that Jamaica, which sent some 40% of her exports, composed for the larger part of fruits, to American markets, did not send a representative to Ottawa and that Trinidad should also lag behind in giving her formal assent to the Treaty, the

1. The Toronto Globe of January 29th, 1910.
2. Canadian Annual Review - 1912 - Page 114.

inability of these colonies to unite for any purpose had once more nearly wrecked the efforts of Canada to arrange for mutual preference.

It is obvious from Statistics* that the 1912 Treaty did not have the effect which had been anticipated, it probably influenced a few industries but did not materially alter the total trade of Canada with the British West Indies. Up to the time of the war which brought to the Colonies an exigent instalment of privileges, they had been starved by the free trade policy of Great Britain, whereas the prosperity of Cuba¹ and Porto Rico had increased by leaps and bounds on account of the preference accorded them in the markets of the United States. These were in addition, an ever growing influence of American Trade in Jamaica and some of the other islands, the continued high price for West India products via New York and as Mr. Algernon E. Aspinall,² honorary secretary of the West India Committee says: "a telegraphic situation which seemed really past praying for," for then, the colonies to the east were cut off from communication with the outside world, which meant that the trading communities in the islands were losing considerable sums of money. Messages were being sent from Barbadoes by sloops for despatch over foreign cables from neighbouring islands, a preposterous state of affairs in the twentieth century. But the final act in setting the mechanism of inter-imperial relations into motion, was the American suggestion, not well received in Great Britain, that she should hand over some of her possessions in the Caribbean sea in part liquidation of her war debt to the United States.³

* See Appendix D.

1. Under a reciprocity treaty of 1902, the U.S. ^{importer} ~~reporter~~ on a number of specified articles gets a reduction of 25 to 40% and the U.S.A. gives Cuba a reduction of 20% off all the ordinary duties with the exception of tobacco.
2. Interview granted to a representative of the Montreal Gazette reproduced in their issue of June 12th, 1920.
3. (a) Senator McCormick's Chicago Tribune.

C The answer to this preposterous suggestion was the holding of a second Canada West Indies conference at Ottawa in the spring of 1920, the official opening of the proceedings being on May 31st. In the House of Commons on this date, Mr. Lemieux asked as to the subjects of the conference[#] and Sir George Foster replied that three subjects were to be discussed: (a) Trade relations of the two sections of the Empire as regarded preference and objects of preference; (b) Transport facilities or better communications both as to passengers and freight; (c) Improvement of cable facilities. With a few exceptions two sessions were held daily up to June 20th, when the Conference closed, having concluded an arrangement on the three subjects, signed by the representatives of the islands which were all included this time. The details of the agreement were made public on August 2nd, 1920.¹

Under the terms of Act (a) Canada granted a preference on all goods, the produce or manufacture of any of the above Colonies imported into Canada, then subject to duty or which might be subject to duty at any future time; (b) excepting the special preference shown in Section 3, and excepting also tobacco, cigars, cigarettes and alcoholic liquors, Canada granted a preference of 50% on goods imported from any of the colonies, as compared with the duty imposed on similar goods imported from foreign countries; (c) Canada granted the preference indicated with respect to the following articles, the produce or manufacture of any of the colonies: Sugar from 46.08¢ to 96¢ per 100 lbs; cocoa beans, not roasted, crushed or ground \$1.50 per 100 lbs; lime juice, raw, concentrated and not refined, 10¢ per gallon; limes, fresh, free as against a

[#] Hansard May 31st, 1920.

1. For text of treaty see Appendix B.

general tariff of 15¢; arrowroot 1¢ per lb.; cocoanuts imported direct to a Canadian port, Free as against a General tariff of 75¢ per 100; cocoanuts, not otherwise provided for, 50¢ per 100; Grapefruit 50¢ per 100 lbs.; Rum, 60¢ per gallon of the strength of proof; Onions free as against a general tariff of 30%; (d) the above Colonies agreed to grant a preference on all goods the produce of manufacturers of Canada; (e) Subject to the special provisions of section 6, the duties on Canadian goods, imported from Canada (other than tobacco, cigars, or cigarettes,) should not at any time be more than the following percentage of the duties on similar goods imported from a foreign country: (a) 50% in the case of Barbadoes and Trinidad (preference therefore 50%) - (b) 75% in the case of Jamaica (preference 25%) (c) 66-2/3% in the case of Leeward and Windward Islands (preference 33-1/3%) (d) 90% in the case of the Bahamas (preference 10%) - (f) The above colonies granted the preference indicated with respect to the following articles the produce or manufacture of Canada: Flour 1s. per barrel or bag of 196 lbs.; spirits comprising brandy, gin, rum, and whiskey, 2s.6d. per liquid gallon; wine, beer and ale, the duty not to exceed 4/5 of the full rate.

As to the steamship service, the Dominion of Canada undertook to arrange within three years and if possible sooner, a mail and passenger service by ships of 5,000 or 6,000 tons, calling weekly at ports in the eastern group of the Indies and fortnightly at ports in the western group. Annual subsidies aggregating £27,000 were to be paid by the West Indies. Pending the establishment of this service, Canada was to provide a fortnightly service upon existing lines and to bear 3/4 of the loss.

To provide better communication, the British Commons approved on March 21st, 1921, the adoption of a supplementary agreement to that of 1914, with the West India and Panama Telegraph Co. It provided for a waiver of deductions

from the Imperial subsidy, under terms of which, a large reduction took place in cable rates to the West Indies with payment to the Company by the Imperial and Canadian Government of £8000 each per annum and a local subsidy of £10,300 contributed by the various Colonies - making up a total of £26,300 for a period of 10 years expiring on September 30th, 1924. Conditions, it was explained, had greatly changed and the Company could not go on without help of this kind.

General opinion was that on the whole the reciprocal advantages accorded were fairly balanced having regard to the peculiar local conditions of some of the islands, and to their relative commercial importance. The feeling was that the Canadian Government had approached the question of this agreement in a spirit of generosity but, that it did not appear that the concessions made in the purely commercial provisions were likely to be more costly than beneficial, while in some directions the arrangement was likely to be decidedly advantageous. On the other hand, it was thought that the obligations assumed by Canada ~~in~~ regarding communication with the islands were too one-sided, as some thought, that if the service proved unremunerative Canada might have to bear the whole loss and not only three-fourths of it, yet they were willing to be convinced that the Canadian Government, having studied the question of costs, saw that the undertaking involved no great risk of serious loss.¹

D The second trade agreement with the West Indies had been concluded and doubt expressed as to the benefits Canada would derive. Hardly had these pessimistic utterances been made and cast into oblivion, in fact, two years had hardly elapsed, before the British West Indies expressed a desire for still closer relations with Canada, asking for direct purchase of goods rather than through the U. S. A., a plea which they reiterated with greater strength after they had successfully shipped the first consignment of fruits from Jamaica to

1. Montreal Gazette - August 3rd, 1920, Page 12.

St. John, N. B. Mr. Hance J. Logan, M. P., during the budget speech of 1925¹ gave an impression of the feeling which seemed up to the very time of the third agreement to have prevailed in the islands. Speaking of Jamaica in particular he says: "I found a great deal of dissatisfaction with the way in which Canada has dealt with that country, since the holding of the Canadian West Indian Conference in 1920. A claim is made that we have not carried out in good faith the terms of the treaty, particularly in reference to steamship service, and cold storage facilities; they claim also that while they were taking large quantities of Canadian goods, particularly flour, we were importing from the United States, our tropical fruits, particularly bananas." Mr. Logan further pointed out that the claims of these islands were true. "Last year"² Jamaica imported 300,000 barrels of flour, of which Canada supplied 202,048 barrels Canada purchased 2,000 stems of bananas from Jamaica and 2,000,000 stems from the United States ... but probably the biggest of all questions is that of transportation. It is admitted by everybody that the present service is unsatisfactory, especially in the combined passenger and freight service to Jamaica. The routes were established and the ships made to suit the treaty. They are not proper freight boats, the passenger accommodation is very meagre, and there is a serious loss in operation and we are continually breaking the terms of the treaty. We do not pretend to give more than a three weekly service, and we have not provided or tried to provide cold storage."³

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1. Hansard - April 3rd, 1925 - Report on trip of a Canadian Delegation to the British West Indies.
 2. Year 1924.
 3. Complaints of the British West Indies were also outlined in the Montreal Gazette, June 19th, 1925 - Page 1.

As one may see it was largely the keen interest which Mr. Logan showed in the problems ~~of~~ facing the British West Indies, coupled with the invitation which he carried from the Government of Canada to these islands, that accounted for them sending a delegation to Ottawa in June 1925. Their object as Parliament had been forewarned was a third trade agreement, seeking better terms with regard especially to transportation facilities. Hence a conference held at Ottawa, in the last week of June, yielded a twelve year preferential treaty under which the contracting parties accorded each other very substantial tariff advantages. The Canadian concessions briefly stated are (a) a reduction of 50% from the general tariff; and (b) more favourable treatment or specific amounts of preference for selected goods.¹ The prefer-

| 1. <u>Canadian Tariff</u> (From Text of Treaty see Appendix C.) | |
|------------------------------------------------------------------------|------------------------------------------------------------------------|
| Cocoa Beans, not roasted, crusted or ground per 100 lbs. | \$1.50 under inter.tariff. \$2.00 " general " |
| Lime Juice, raw and concentrated, not refined per gallon | 15¢ preference |
| Limes - Fresh | <u>ad valorem</u> Free as against gen. " of 15% |
| Arrowroot | <u>per lb.</u> " " " " " " 1 1/2% |
| Cocoanuts - if imported directed by ship to a Canadian port | per 100 lbs. " " " " " " 75¢ |
| If not imported direct | per 100 lbs. 50¢ preference. |
| Grape fruit - if imported direct to a Canadian Port | per 100 lbs. \$1. preference under gen. tariff |
| - if not imported direct | per 100 lbs. 50¢ preference. |
| Rum - specified in Customs Tariff Item 156 (a) | Preference of \$2 per gal. of strength of proof. |
| " " " " " 157 (b) | Preference of 60¢ per gal. of strength of proof. |
| Onions | <u>ad valorem</u> Free as against gen. tariff of 30% |
| Cocoa Butter | <u>per lb.</u> " " " " " " 2¢ |
| Coffee - Green | <u>per lb.</u> " " " " " " 3¢ |
| Ginger & spices unground | <u>ad valorem</u> " " " " " " 12 1/2% |
| Nutmegs & mace, whole or unground | <u>ad valorem</u> " " " " " " 20% |
| Pineapples in air tight cans or other air tight packages | <u>per lb.</u> 1/2¢. |
| Angostura bitters - per proof gallon | \$5.00 |
| Sponges of marine production | <u>ad valorem</u> Free as against gen. tariff of 17 1/2% |
| Sugar - 16 Dutch Standard polarizing 96 | \$1 preference provided it is not less than 25% of duty on foreign sug |
| Bananas - if imported direct to a Can. Port | per stem or bunch Free as against gen. tariff of 50¢. |
| - if not imported direct per stem or bunch. | 50¢ under all tariffs. |

granted in the colonies are of two principal classes, namely (a) on goods in general a reduction from their respective tariffs of 50%, 33-1/3%, or 25%¹, and (b) larger preferences on certain specified commodities of importance to Can-

1. Reduction from the General Tariffs as provided in the Trade Agreement of 1925.

| | |
|---------------------|-------------|
| Trinidad and Tobago | 50 per cent |
| Barbadoes | 50 " |
| Jamaica | 25 " |
| Bahamas | 25 " |
| Grenada | 33-1/3" |
| St. Lucia | 33-1/3 " |
| St. Vincent | 33-1/3 " |
| Antigua | 33-1/3 " |
| Dominica | 33-1/3 " |
| St. Kitts-Nevis | 33-1/3 " |
| Montserrat | 33-1/3 " |
| Virgin Islands | 33-1/3 " |

ada¹ and which she is already exporting to the West Indies. The general tariff

1. From Royal Bank Letter November/28.

"Typical British West Indian " British Preferential Tariffs.

| | <u>Typical Rate Preferential Tariff</u> | <u>Typical Rate General Tariff</u> |
|---------------------------|---------------------------------------------|----------------------------------------|
| * Apparel | 10% | 20% |
| * Automobiles & Parts | 10% | 20% |
| * Boots and Shoes | 10% | 20% |
| * Butter | \$2.18 | \$3.73 per 100 lbs. |
| * Cement | \$2.64 | \$5.88 per 400 lbs. |
| * Cheese | \$2.07 | \$3.40 per 100 lbs. |
| Confectionery | 16¢ | 37¢ |
| Electrical Apparatus | 10% | 20% |
| * Fish (Canned & Cured | 10% | 20% |
| * (Salted, dried, &c. | 65¢ | \$1.10 per 100 lbs. |
| Flour | \$1.20 | \$1.65 per 196 lbs. |
| * Furniture | 10% | 20% |
| * Lard | 10¢ | 15¢ per 100 lbs. |
| * Machinery | 10% | 20% |
| Meats | 10% | 20% |
| * Milk (Condensed) | 58¢ | \$1.00 per 48 lbs. |
| Oats | 15¢ | 25¢ per 100 lbs. |
| * Paints | \$1.04 | \$1.62 per gallon |
| Paper | 10% | 15% |
| * Peas & Beans | 20¢ | 33¢ per 100 lbs. |
| Lumber | 10% | 20% |
| Shingles | 70¢ | \$1.15 per 1000 |
| Silks | 10% | 20% |
| Cottons | 10% | 20% |
| Soap (Common | 77¢ | \$1.11 per 100 lbs. |
| (Fancy | 10% | 20% |
| Stationary (except paper) | 10% | 20% |
| * Sugar (refined) | \$1.10 | \$1.70 |
| * Rubber Goods | 10% | 20% |

* Exports above \$100,000.

of the British West Indian colonies¹ from which reductions were to be made under the treaty in all cases, applies to goods of non British origin.

In addition to the above fiscal provisions, there were arrangements made under Articles 9 and 13 for improvements in the steamship service to these islands. It was agreed that a fortnightly freight, passenger and mail service would be established between the Eastern group of islands and Canadian ocean ports.² This service was to be provided by vessels of 5,000 to 6,000 tons gross, capable of maintaining a speed of 12 to 14 knots, accomodating 100 first class passengers, 30 second class, and 100 steerage or deck passengers, besides cold storage accommodation of not less than 10,000 cubic feet. In addition, the Canadian Government engaged itself to provide a fortnightly freight service to this eastern group of islands with vessels of 4,300 tons deadweight and a speed of about 10 knots sailing from Canadian river ports in summer and from Canadian ocean ports in winter. Towards defraying the expenses of this Eastern service, the Colonies concerned agreed to contribute the sum of £29,000 annually.

1. General Tariff: Ad Valorem.

| | |
|---------------------|-----------------|
| Trinidad and Tobago | 21-1/2 per cent |
| Barbadoes | 20 per cent |
| Jamaica | 20 " " |
| Bahamas | 12-1/2 " " |
| Grenada | 22-1/2 " " |
| St. Lucia | 17-5/8 " " |
| St. Vincent | 16-1/2 " " |
| Antigua | 16-1/2 " " |
| Dominica | 15-3/4 " " |
| St. Kitts-Nevis | 15 " " |
| Montserrat | 15 " " |
| Virgin Islands | 12 " " |

2. See Appendix "G" for ports of call.

As to the Western group, Canada undertook to provide a fortnightly mail, passenger and freight service between them and St. Lawrence ports in summer and Canadian ocean ports in winter. This service was to be provided by steamers similar in size to those of the Eastern route, i.e. of 5,000 to 6,000 gross tons, with a speed of 14 knots, accommodation for 100 first class passengers and refrigeration for about 70,000 stems of bananas and also cold storage for Canadian meats, fish and dairy products and West Indian fruit and green vegetables. The Western group was also to be provided with a freight steamer service having a speed of about 10 knots and refrigeration for about 50,000 stems of bananas. Towards this service these islands were to contribute the sum of £18,000 annually.¹

The comment of the Press on the occasion of the confirmation of this agreement was: "Long since was it made manifest that Canada should seek in British countries markets for her natural products and manufactures denied by the United States and not the least significant aspect of the Convention is the promotion given to Empire Trade....."² As to Mr. Algernon E. Aspinall, Secretary of the West India Committee, expressing the West Indian point of view, he believed that it would be of great advantage to the British West Indian Sugar and fruit industry besides bringing about in the course of time, a considerable influx of capital from Canada into the British West Indies.³

1. See Appendix C.

2. Montreal Gazette, July 13th, 1925 - Page 12.

3. Canadian Export Pioneer - February - March 1927 - Page 156.

Chapter 5 - The Present Status of the Canada - British West Indian Trade and Communication.

The growing importance of the British West Indies in the development of inter Imperial trade and their desire for closer^{trade}/relations with our Dominion, coupled with the determination of Canada to recapture some of the ground lost to the United States in the last fifteen years, in the trade of this important^{British}/colony, led to the Canada-British West Indies Agreement of 1925. Of this treaty, Mr. J. Gill Gardner, a director of the Canadian National Railways, said:¹ "That it showed that two parts of the Empire could get together, and besides talking sentiment could give cohesion to their interests in a remarkable degree." Indeed, accredited representatives of Canada and the British West Indies met and agreed to go one step further in the path that leads to free trade, they mutually exchanged pledges to neglect nothing that might facilitate the attainment of their aim, and all were satisfied. That is^{of} the past. The year of 1929 is of the present. Have the pledges as yet been fulfilled and are the parties concerned still satisfied with the results of their labours, are they as optimistic as ever?

It is to successive Canadian Governments, to the Hon. George Eulas Foster, who held the portfolio of Finance under Sir John A. Macdonald, and the four conservative premiers who followed him in rapid succession up to 1896, to Senator Hance J. Logan, and to the Canadian National Steamships, that the achievements of the past are largely due. By a series of trade agreements, the first of which was signed in 1912, the last in 1925, Canada and the British West Indies arranged mutual preferences on their goods, and this country undertook to provide certain steamship services between British West Indian and Canadian ports,² towards the

1. The Canadian National Railways Magazine - February 1929 - Page 39.

2. See Chapter 4 - subsection (d) or Appendix C.

upkeep of which, the colonies volunteered annual subsidies.¹ The Canadian National Steamships, accordingly of late years, has run vessels continuously between the Colonies and Halifax, St. John, N. B., and Montreal. Though small and lacking refrigeration systems suitable for bringing us the tropical perishables forming the chief products of the British West Indies, it is nevertheless thanks to these ships that at least trade in sugar, coffee, cocoanuts, molasses and other non-perishables has been carried on profitably. But with the launching at Birkenhead, England, during the summer of 1928, of the "Lady Nelson," the first of a fleet of five steamers, it became the concensus of opinion, freely expressed that a new era had dawned and that Canada had fulfilled its greatest obligation under the treaty. These ships built to the requirements of the treaty, sailing from Canadian summer and winter ports to those of the Caribbean regions, will give Canada an advantage over the United States so far as shipment of the goods is concerned, the mere operation of the ships tending to equalize the rates between British West Indies and Canada to those between the British West Indies and New York, whereas their disposal is facilitated by sentiment and preference.

British West Indians seem greatly satisfied and optimistic of the results as one may gather from the few individual statements that have been made. A Correspondent of the Canadian Export Pioneer at Antigua says:² "When the new steamship services being provided by the Canadian Government are in full operation, the volume of commerce will attain increasing proportions. The outlook is excellent," and another gentleman, presumably a merchant from the Bahamas, Mr. R. G. Collins,³ praised the enterprise of Canada's Merchant Marine and predicted as a result a great expansion of trade. Representatives of the various islands at the British West Indies Conference

1. See Chapter 4 - Subsection (d) or Appendix C.

2. The Canadian Export Pioneer - October - November 1927 - Page 55.

3. Ibid. December - January - 1928 - Page 108.

of January, 1929¹, voiced their appreciation of the recent step taken by the Canadian Government in providing the direct steamship service that it had pledged itself to, and if actions mean anything to know, that the Governor of Bermuda² paid the Lady Nelson on her maiden voyage, the distinct compliment of meeting her half way down the channel, in his private yacht³, might make one ~~be~~ the wiser regarding the optimism and enthusiasm which prevail in these Caribbean domains of Great Britain.

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1. Montreal Daily Star - February 4th, 1929.
 2. Bermuda, British Honduras and British Guiana, are not treated in this thesis, not forming part of the British West Indies proper.
 3. The Canadian National Railways Magazine - February 1929 - Page 11.

CanadaImports for Consumption

| | <u>1 9 2 6</u> | | <u>1 9 2 7</u> | | <u>1 9 2 8</u> | |
|-----------------------------|-----------------|-------------|-----------------|-------------|-----------------|--------------|
| Sugar not above No. 16 D.S. | 1,561,103 cwt. | \$5,253,191 | 2,863,247 cwt. | \$9,227,902 | 3,144,398 cwt. | \$11,901,562 |
| above | 20,183 cwt. | 80,741 | 4,301 cwt. | 15,143 | 855 cwt. | 4,302 |
| Molasses | 5,085,637 gals. | 2,184,488 | 4,988,996 gals. | 1,771,651 | 5,076,267 gals. | 2,206,470 |
| Grape Fruit | 863,730 lbs. | 38,051. | 761,028 lbs. | 31,495 | 453,461 lbs. | 15,934 |
| Rum | 41,543 gals. | 175,543 | 37,638 gals. | 143,741 | 34,090 gals. | 170,862 |
| Bananas | 23,860 bunches | 17,147 | 38,598 bunches | 40,097 | 43,392 bunches | 39,452 |
| Cocoanuts | 4,494,440 | 121,116 | 5,023,435 | 106,283 | 5,802,135 | 129,560 |
| Cocoa Beans (not roasted) | 26,261 cwt. | 300,338 | 22,109 cwt. | 280,661 | 62,493 cwt. | 934,087 |
| Coffee (green) | 5,646,649 lbs. | 1,257,710 | 7,920,642 lbs. | 1,642,196 | 7,226,893 lbs. | 1,486,080 |
| Salt | 556,447 cwt. | 73,197 | 514,515 cwt. | 78,730 | 332,812 cwt. | 52,551 |
| Miscellaneous | ---- | 547,727 | ----- | 632,819 | | 408,452 |
| <hr/> | | | | | | |
| | \$ 10,049,249 | | \$ 13,970,718 | | \$ 17,349,312. | |

At the time of the first negotiations between Canada and the British West Indies in 1912, the percentage of their exports taken by us, was 12.9 and had a value of \$5,756,064 but when the second agreement was signed they had decreased to 10.6% and \$12,170,934, respectively. Then, in 1926, pending the ratification of the third treaty the reverse took place, the percentage increased to 15.8 and the value decreased to \$10,049,249, and the following year, 1927, both took an upward trend, the percentage being 19.9 and the value \$13,970,718.¹ But these figures are misleading for it would seem to one perusing them, that the British West Indies are slowly but gradually gaining ground in the markets of Canada. They are, as one may see, from the table on page 61, so far as two or three commodities such as raw sugar, molasses, and coffee, are concerned, but ~~what~~^{what} may be said of bananas, grape fruits, oranges, cocoanuts, lemons, cotton, asphalt and their numerous other tropical products. Up to the end of 1928, they were imports of minor importance or conspicuous by their absence. What is the reason and what means are being taken to remedy the situation?

The first and foremost reason, has been the lack of transportation and refrigeration facilities, whereas the organization of the fruit trade has in the past been very inefficient. Progress has been retarded by the large number of small peasant holders, who are characteristically individualistic, not from a sense of independence but from ignorance or suspicion or both. The means of attaining success in the future now, that the means of communication are available and that the peasant has been lured away from his hermit life, is to educate him in the greater use of agricultural implements and the advantages of agricultural research to find out what his soil is capable of producing and to what advantage. There should

1. Percentages deduced from figures given in Appendices D. and F.

also be a close economic cooperation of the planters which would tend to bring about a common policy in organized production and marketing. As regards marketing, the Canadian-West Indian League, the Export Clubs of Montreal and Toronto and the Commercial Intelligence Service at Ottawa, have in the past, co-operated in giving the necessary information to British West Indian merchants concerning the best seasons for sales, the packing and the necessity for the standardization of the quality of fruit and vegetables. But at the conference held at Bridgetown, Barbadoes in January 1929,¹ definite steps were taken when a motion was made that Canada be asked to establish an organization similar to the Empire Marketing Board to enable the British West Indies to overcome obstacles to the sale of their products in the Dominion, and no doubt wishing to help them, the Western Canada Fruit and Vegetable Jobbers Association at their Convention in March 1929,² suggested that all West Indies Fruit and ~~vegetables~~^{vegetables} shipped to Canada should be carefully picked, graded, packed, and inspected, in order that these products should compare as favorably as possible with those of the United States, with which they are to compete.

And to preserve the trade balance what must Canada do? Before answering such a question, I believe, it is only fair that I should treat of our export trade of the past. The Canadian Manufacturers and Exporters have at all times, been repeatedly criticized for the apparent neglect of an ideal market. Now, were these criticisms justified? Only an analysis of trade figures and social conditions can say so and probably point out the path in the future. The Tables of pages 65 to 68

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1. Report of by the Montreal Daily Star of a session of the British West Indies Conference held at Bridgetown, Barbadoes on January 26th, 1929.
 2. Report of the Convention held at Ottawa by the Western Canada Fruit and Vegetable Jobbers Association in the Montreal Daily Star, March 12th, 1929.

bring to ones' attention the fact, that there exists a total or quasi absence of certain products in some of the markets of the British West Indies and that outside of three or four exceptions, few Canadian products have yet attained a monopoly of them, for as one may see, refined sugar, oats, tires and tubes, seem at first glance to be the only products which can be produced competitively in Canada. But does this entitle any one to accuse the Canadian Exporters of neglect before considering the social conditions of the islands, where might lie some valuable information as to their reluctance to enter the channel of trade with these countries.

By one stroke of the pen, the Canadian British West Indies agreement of 1925, has added to our numbers for trade purposes, just as effectively as if such population had been bodily transported within our boundaries; this has been an increase such as has taken more than a decade in prior times to accomplish by means of immigration and natural increase but a large proportion of the British West Indians are labourers who work on the cocoa, sugar, cocoanut and cotton estates, and only earn from forty to eighty cents a day. Even though most of the members of a family are employed and their total earnings are larger than would be supposed on first learning the price of labour, they are never large, with the result that their purchasing power is limited¹ and must be confined to the absolute necessities of life. Consequently the imports are made up chiefly of such staple articles as flour, rice, lard compound, cooking butter, pickled meats, cotton piece goods, etc., whereas such commodities as are the privilege of the people in comfortable circumstances are hardly worthy of note.

1. The following extract from the commercial Intelligence Journal. Dec.26th, 1925. shows the per capita purchasing power of the British West Indies:-

| | | | | | |
|---------------------|---|---------|------------------------|---|----------|
| British West Indies | - | \$48.67 | Barbadoes | - | \$ 77.87 |
| Trinidad | - | 55.93 | Dominica & St. Vincent | - | \$14.58 |

Canada's Share of the Total Import Trade of the *

British West Indies.

| <u>Commodity</u> | <u>"Bahamas"</u> | <u>"Jamaica"</u> | <u>"Trinidad"</u> |
|----------------------|----------------------|-----------------------|-------------------|
| Flour | 90% | 60% | 97% |
| Sugar (refined) | 25% | 90% | Almost all |
| Tires & Tubes | -- | 60% | 55% |
| Butter and Cheese | 7% | 66-2/3% | 33-1/3% |
| Fish | 16-2/3% | 60% | 20% |
| Meats | 4/5 of 1% | 2% | 25% |
| Apples | 3% | None out of \$7,000 | -- |
| Electrical Apparatus | None out of \$23,000 | 3/4 of 1% | 5% |
| Paper | -- | 25% | 25% |
| Biscuits | 3% | 42% | 30% |
| Confectionary | 4% | None out of \$113,000 | 11% |
| Paints & Varnishes | 5% | 10% | 12% |
| Furniture | 9% | 17% | -- |
| Cement | 3/10 of 1% | 12% | 21% |
| Cotton Goods | -- | 1/5 of 1% | 4/5 of 1% |
| Glass Goods | -- | 12% | 3% |
| Provisions | 1/2 of 1% | 1% | 20% |
| Twine & Cordage | 6% | 33-1/3% | 10% |
| Stationery | 25% | 2% | -- |
| Soap | 25% | 2% | 6% |

* Extracts from a table published in the Toronto Saturday Night, November 3rd, 1928. The percentages are based on the latest figures available for the British West Indies, those of 1927.

Canada's Share of the Total Import Trade of the
British West Indies. (Continued)

| <u>Commodity</u> | <u>"Bahamas"</u> | <u>"Jamaica"</u> | <u>"Trinidad"</u> |
|------------------------|-------------------------|------------------|-------------------|
| Implements & Tools | -- | -- | 20% |
| Lumber & Shingles | 4% | 14% | 22% |
| Medicinal Preparations | None out of \$57,000 | 6% | 7% |
| Automobiles | 6% | 7% | 2% |
| Condensed Milk | 39% | 58% | 27% |
| Lard & Substitutes | 5% | 34% | 19% |
| Oats | 86% | 88% | 100% |
| Hay | 40% | -- | 89% |
| Apparel | -- | 2% | 4% |
| Rubber Goods | | 20% | 4% |
| Ale, Beer & Porter | 4% | 4/5 of 1% | 4% |

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EXPORTS TO THE B.W.I.

| | <u>1 9 2 6</u> | | <u>1 9 2 7</u> | | <u>1 9 2 8</u> | |
|------------------------------------------|----------------|-------------|----------------|-------------|----------------|-------------|
| Flour of Wheat | 682,636 bbls. | \$4,969,312 | 740,030 bbls. | \$5,099,201 | 807,652 bbls. | \$5,263,207 |
| Potatoes | 53,107 bush. | 53,234 | 35,494 bush. | 47,525 | 77,964 bush. | 76,651 |
| Oats | 331,189 bush. | 190,407 | 372,346 bush. | 308,558 | 502,556 bush. | 328,165 |
| Wheat | 2,300 bush. | 4,569. | 1,950 bush. | 3,568 | ---- | ---- |
| Biscuits and Bread | 3,462 cwt. | 39,910 | 4,702 cwt. | 57,721 | 3,812 cwt. | 50,593 |
| Sugar (All kinds n.o.p.) | 43,029 cwt. | 270,511 | 57,630 cwt. | 331,595 | 81,489 cwt. | 479,847 |
| Alc, Beer and Porter | 7,025 gals. | 8,048 | 3,573 gals. | 3,827 | 551 gals. | 244 |
| Whiskey | 318,301 gals. | 1,788,310 | 328,117 gals. | 1,628,245 | 321,830 gals. | 1,531,438 |
| Oilcake | 113,464 cwt. | 275,101 | 118,565 cwt. | 271,685 | 131,086 cwt. | 302,786 |
| Hay | 450 tons | 6,447 | 524 tons | 7,434 | 35 tons | 577 |
| Butter | 7,160 cwt. | 315,410 | 6,561 cwt. | 283,464 | 7,719 cwt. | 331,868 |
| Condensed Milk | 40,764 cwt. | 442,368 | 35,296 cwt. | 463,963 | 27,350 cwt. | 368,455 |
| Cheese | 3,900 cwt. | 98,743 | 4,812 cwt. | 117,338 | 8,313 cwt. | 204,463 |
| Fish - Fresh & Frozen | 39 cwt. | 448 | 32 cwt. | 405 | -- | -- |
| " - Dried, salted & smoked or pickled | 252,375 cwt. | 1,476,104 | 240,859 cwt. | 1,310,598 | -- | 1,342,086 |
| " - Preserved or Canned | 13,687 cwt. | 149,423 | 17,451 cwt. | 194,463 | -- | 255,311 |
| Meats | 18,654 cwt. | 211,808 | 18,695 cwt. | 211,808 | -- | 242,105 |
| Wood | 10,091 M.ft. | 304,305 | 14,713 M.ft. | 417,677 | 16,943 M.ft. | 467,709 |
| Newsprint Paper | 9,842 cwt. | 36,378 | 16,678 cwt. | 58,318 | -- | -- |
| Coal | --- | -- | 1,055 tons | 8,736 | 3,878 tons | 30,950 |

| <u>Exports to the B.W.I.</u> | | <u>1 9 2 6</u> | | <u>1 9 2 7</u> | | <u>1 9 2 8</u> |
|------------------------------|--------------|----------------|--|----------------|---------------|------------------------|
| Cement | 42,925 cwt. | \$ 13,272 | | 141,458 cwt. | \$ 44,336 | 142,514 cwt. \$ 46,647 |
| Automobiles | 631 | 293,959 | | 952 | 444,595 | 1,368 676,972 |
| Lard and lard compound | 16,654 cwt. | 215,337 | | 10,500 cwt. | 135,233 | 12,820 cwt. 154,991 |
| Soap | 290,209 lbs. | 33,324 | | 419,047 lbs. | 44,345 | 489,289 lbs. 50,975 |
| Shingles | 9,484 M. | 23,436 | | 21,875 M. | 42,963 | 24,037 M. 63,867 |
| Nails (all kinds) | 11,368 cwt. | 52,092 | | 18,786 cwt. | 69,343 | 26,392 cwt. 98,738 |
| Calcium Carbide | 10 cwt. | 37 | | 100 cwt. | 375 | 30 cwt. 104 |
| Ammonium Sulphate | 47,317 cwt. | 123,047 | | 32,409 cwt. | 85,901 | 19,533 cwt. 41,099 |
| Medicinal Preparations | --- | 52,627 | | ---- | 50,818 | ---- 58,943 |
| Paints and Varnish | --- | 35,793 | | ---- | 39,706 | ---- 38,377 |
| Electric Apparatus | --- | 2,708 | | ---- | 8,007 | ---- 38,203 |
| Miscellaneous | --- | 2,959,695 | | ---- | 3,018,691 | ---- |
| <hr/> | | | | | | |
| Rubber, Mfrs. Rolling Mills | | | | | | |
| Products, Glass & Glassware | | | | | | |
| Petroleum and Products, | | | | | | |
| Cordage &c. &c. | --- | \$ 14,446,163 | | ---- | \$ 14,808,624 | ----- \$ 14,923,325 |

This short survey of social conditions has undoubtedly suggested what might be one of the main reasons for the existing reticence on the part of Canadians to launch their trading ships in the Caribbean Sea. Consequently this teaches one that he should not be too hasty in indicting the accused. Many press articles from the pens of visitors to the Dominion have given the impression that all the Canadian manufacturer had to do was to offer his goods, and further ~~then~~ that the British West Indian merchants have not been accorded British fair play by the Canadian business man who as regards credit, classed them ^{with} all other tropical countries, as dishonest and inefficient. To the latter statement, I say have not the British West Indian merchants expressed non confidence¹ in the Canadian exporters because they received certain shipments not up to the standard on which they experienced losses? If there are dishonest dealers on either side, why not eliminate them and refrain from ill feeling toward and branding of a whole group for a few lone individuals. In this elimination one of our native institutions, our Canadian Banks located in the British West Indies, could doubtless help both parties, for if we are to believe Mr. R. G. Collins, of whom I have previously spoken, they have ~~the~~ the necessary qualifications to perform such a task. Mr. Collins says:² "your banks understand conditions in the West Indies perhaps better than those of any others in the Western Hemisphere. The situation is highly specialized as bankers must know exactly how much credit may be extended. To have this information it is necessary to study the business conditions and characteristics of the people very closely," and it is perfectly clear as I have said, that they could also render the same service to British West Indian merchants, knowing the Canadian situation as well. As the

1. Canadian Export Pioneer December - January 1927 - 28 - Page 108.

2. Hon. C. E. A. Rawle - Montreal Daily Star of January 17th - 1929

".... there is not as much confidence in the Canadian shipper as there should be.."

supposed facility with which the Canadian exporter could dispose of his goods, I do not believe that the sailing was as smooth as they would have it, failing to add that the market is one of the most competitive in the world owing to the low purchasing power of the population and that hitherto Canadians have been hampered in their efforts by unsatisfactory communication facilities with the British West Indies.

This obstacle has been removed, we have a regular fortnightly service with these colonies instead of the former intermittent one. The Canadian National Steamship Co. has at a considerable cost, provided five palatial boats to give this service and let us hope that unlike its predecessor it will operate profitably. In reference to the opportunity which such a service should provide, the Hon. C. E. A. Rawle, a trained investigator, who in the early part of the year made a careful investigation of the West Indian field, as a source of commercial development for Canada, has enounced the opinion that in the future failure of Canadian trade to follow the Canadian flag will be due largely to a lack of enterprise on the part of the Canadian manufacturer and exporter. Further he claims that the markets are there, great markets demanding and able to pay for the very things we sell.¹ Now I beg to disagree with the honorable gentleman. I am led to believe that in his tour of the British West Indies he has failed to take cognizance of the lack of purchasing power of its population or knowing the extensive list of ~~of~~ our exports, he would have been more conservative in his statement that they are able to pay for the very things we sell. Again like many others, he has been too prompt to turn upon the Canadian trader.

1. Hon. C. E. A. Rawle - Montreal Daily Star - January 17th, 1929.

"... there is not as much confidence in the Canadian shipper as there should be."

Studying our Canadian trade statistics¹ I notice that from 1904 to 1926, with the exceptions of two years,² imports from the British West Indies have exceeded exports to those countries, whereas, in the years 1926, 1927, and 1928, the reverse has taken place. Now, would not the Hon. Mr. Rawle, concede that with the present improvements in communication, we might revert to our previous standing. The fact is, that I firmly believe that unless a scheme is brought about to obviate the situation we will not only have an excess of imports but this excess will tend to become more marked.

One might ask, what will obviate the situation? The only way to preserve a balance of trade would be for the Canadian investor to help in raising the standard of living of the British West Indian labourer. Indeed, not till Canadian capital has been devoted to raising the manufacturing industry of the British West Indies from its present state of preparing a few raw products, to suit the requirements of climate or transport conditions to the status of a full fledged industry, producing a finished article, or until all the available land has been properly tilled and made to produce all that it can, will we have a demand for the total list of goods which Canada can produce.

When the saturation point has been reached in agriculture, when manufacturing industries have been implanted, in one word, when Canadian capital has wrought a second industrial revolution with its needs of railways and their rolling stock, industrial and agricultural machinery and the luxuries of a higher standard of living, then, will it be time for the Canadian manufacturer to step in and abide by a few of the suggestions made by some of our leading business men and thereby monopolise the market.

1. See Index D.

2. These years were 1914 and 1919.

If Canada is to capture the trade of the British West Indies, "the producers and exporters of the Dominion will need to establish more direct relations through personal representatives in these islands,"¹ and further following the example of foreign countries who desired to make known their products in our country, they should establish "something similar to an exhibition train,"² to overcome errors in the quality of goods ordered, the personal representatives would do a great deal knowing from actual contact with the different classes, their preferences," to ensure that small and large orders receive equal attention, export houses ought to be established eliminating the competition of individual shippers."³ In addition with the preference accorded them, Canadian manufacturers and exporters ought to be able to overcome the competition of their American rivals, despite their draw-back of insufficient representation. Indeed, here is one problem which seems of greatest importance, that of representation and despite repeated advocacy of a greater number of Trade Commissioners in these areas,⁴ our Government has paid no heed to the question but I trust that were a final appeal made to the proper authorities and evidence presented that one might expect a result such as many have optimistically prophesied, they would readily acceded to the demand.

Then if the Canadian capitalist does his share in developing the market and the Canadian manufacturers and exporters fail to counter with a plan of campaigning

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1. A. M. Belding , Staff Correspondent St. John, N. B. Telegraph Journal - "Montreal Gazette, December 24th - 1928."
 2. George Gregory of Gregory & Murray Limited, St. John, N.B. "Montreal Gazette, January 13th, 1929.
 3. Ibid.
 4. Advocated by Hance J. Logan, M.P. Hansard, April 3rd, 1925, Page 1853, and Leon A. Keith, Maritime Trade Commissioner, Montreal Daily Star. December 20th, 1928 and Peter R. Jack, Chairman Harbour Commission of Halifax, Montreal Gazette , January 15th, 1929.

comprising either the above suggestions or others determined to attain a similar objective, I will be willing to agree, with the Hon. C. E. A. Rawle, that they are lacking in initiative. For who would not that has made even the most cursory study of these lands of the Caribbean Sea. They are the most convenient and charming of foreign markets to develop. A winter exploratory visit is the best form of holiday. So why not make use of the old adage and kill two birds with one stone?

- F I N I S -

APPENDICES.

~~XXXXXX XXXX COMMERCE~~
~~XXXXXXXXXXXXXXXXXXXX~~

APPENDIX "A"

The Canada-West Indies Trade Agreement, 1912.

AGREEMENT BETWEEN CANADA AND CERTAIN OF THE WEST INDIAN
 COLONIES.

Agreement entered into this 9th day of April, 1912, by the Government of His Majesty's Dominion of Canada, represented herein by the Honourable George Eulas Foster, Minister of Trade and Commerce, the Honourable William Thomas White, Minister of Finance, and the Honourable John Dowsley Reid, Minister of Customs, and the Governments of:—

Trinidad, represented herein by Henry Barclay Walcott, Collector of Customs:

British Guiana, represented herein by John McIntosh Reid, Comptroller of Customs:

Barbados, represented herein by Dr. William Kelman Chandler, LL.D., C.M.G., Master in Chancery:

St. Lucia, represented herein by Edward John Cameron, C.M.G., Administrator of the Colony:

St. Vincent, represented herein by Francis William Griffith, Supervisor of Customs:

Antigua, represented herein by William Douglas Auchinleck, I.S.O., Auditor General:

St. Kitts, represented herein by Thomas Laurence Roxburgh, C.M.G., Administrator of the Presidency;

Dominica, represented herein by William Henry Porter, I.S.O., Treasurer, and

Montserrat, represented herein by Lieutenant-Colonel Wilfrid Bennett Davidson-Houston, C.M.G., Commissioner of the Presidency.

It is agreed between the Government of the Dominion and the Governments of the above-mentioned Colonies severally that:

1. On all goods enumerated in Schedule A, being the produce or manufacture of Canada, imported into any of the above mentioned Colonies, the duties of Customs shall not at any time be more than four-fifths of the duties imposed in the Colony on similar goods when imported from any foreign country; provided that on flour the preference in favour of Canada shall not at any time be less than 12 cents per 100 lbs.

2. On all goods enumerated in Schedule B, being the produce or manufacture of any of the above mentioned Colonies, imported into the Dominion of Canada, the duties of Customs shall not at any time be more than four-fifths of the duties imposed on similar goods when imported from any foreign country; provided:

(a) That on raw sugar not above No. 16 Dutch Standard, in colour, and molasses testing over 56 degrees and not over 75 degrees by the polariscope, the preference in favour of the Colony shall not at any time be less than 4½ cents per 100 lbs., and for each additional degree over 75 degrees the preference shall not be less than ½ cent per 100 lbs.

(b) On all goods enumerated in Schedule C hereto, being the produce or manufacture of any of the above mentioned Colonies, imported into the Dominion of Canada there shall be no duties of customs; but on the like goods, when imported from any foreign country, the duties of customs shall not be less than those therein set out.

No. 16—Exports of Foreign Bananas from United States.

(From United States Reports.)

| Years ended June 30— | Total Exports. | | Exports to Canada. | |
|----------------------|----------------|-----------|--------------------|-----------|
| | Quantity. | Value. | Quantity. | Value. |
| | Bunch. | \$ | Bunch. | \$ |
| 1910..... | 1,300,463 | 1,408,207 | 1,297,767 | 1,401,588 |
| 1911..... | 1,860,988 | 2,088,208 | 1,857,557 | 2,082,158 |
| 1912..... | 1,763,622 | 1,994,945 | 1,753,520 | 1,981,891 |
| 1913..... | 1,661,676 | 1,936,441 | 1,652,635 | 1,927,078 |
| 1914..... | 2,254,754 | 2,436,643 | 2,246,372 | 2,429,926 |
| 1915..... | 2,230,809 | 2,267,534 | 2,227,701 | 2,264,901 |
| 1916..... | 2,070,251 | 2,298,411 | 2,066,365 | 2,283,161 |
| 1917..... | 2,151,549 | 2,899,160 | 2,123,932 | 2,832,272 |
| 1918..... | 1,968,512 | 3,493,569 | 1,955,570 | 3,456,100 |
| 1919..... | 1,848,924 | 4,529,367 | Not available. | |

(c) The Act of Parliament of Canada entitled *An Act respecting duties of Customs*, assented to on the 12th day of April, 1907, as amended by chapter 10 of the Acts of Parliament of Canada, 1909, shall, in addition to the amendments necessary to give effect to the foregoing provisions of this section, be amended as follows:—

- (1) Tariff item 135c to be repealed.
- (2) Tariff item 137a to be repealed.
- (3) So as to provide that upon arrowroot the produce of any of the said Colonies imported into the Dominion of Canada the duties of customs shall not exceed fifty cents per one hundred pounds.

(d) It is understood that the Canadian Customs tariff item 135b shall not be affected by section 2 of this agreement before the end of December, 1914, when the said tariff item expires, and that the said tariff item shall not be thereafter continued while this agreement is in force. It is also understood that in determining the rates of duty payable on goods under said section 2 the rates provided for in said tariff item 135b shall not apply.

3. The concessions granted under section 2 by Canada to any of the above mentioned Colonies shall be extended to all the other Colonies enumerated in Schedule D for a period of three years from the day on which this agreement shall come into operation, and at the end of such period of three years such concessions to the other Colonies may cease and determine as respects any of the said Colonies which shall not have granted to Canada the advantages set forth in section 1.

4. The Governments of any of the above mentioned Colonies may provide that to be entitled to the concessions granted in section 1, the products of Canada shall be conveyed by ship direct without transshipment from a Canadian port into the said Colony or by way of one of the other Colonies entitled to the advantages of this agreement.

5. The Government of Canada may provide that, to be entitled to the concessions granted in section 2, the products of any of the above mentioned Colonies shall be conveyed by ship direct without transshipment from the said Colony or from one of the other Colonies entitled to the advantages of this agreement into a sea or river port of Canada.

6. Provided that should the discretion herein granted be at any time exercised by the Government of Canada, provision shall be made in all contracts entered into with steamships subsidized by the Dominion plying between ports in Canada and ports in the Colonies, which are parties to this agreement, for an effective control of rates of freight.

7. This agreement shall be subject to the approval of the Parliament of Canada and of the Legislatures of the above mentioned Colonies, and of the Secretary of State for the Colonies, and upon such approval being given it shall be brought into operation at such time as may be agreed upon between the contracting parties by a Proclamation to be published in *The Canada Gazette* and in the Official Gazette of each of the said Colonies.

8. After this agreement shall have been in force for the period of ten years it may be terminated by any one of the parties thereto (in respect of such party) at the end of one year after the day upon which notice shall have been given by the party desiring such termination.

In testimony whereof the said parties have signed this agreement in decemPLICATE.

Done at Ottawa this 9th day of April, in the year of Our Lord, one thousand nine hundred and twelve.

GEORGE E. FOSTER,
Canada.
J. D. REID, Canada.
W. T. WHITE, Canada.
(per GEORGE H. PERLEY
Acting Minister.)
EDWARD J. CAMERON,
St. Lucia.
J. M. REID, British
Guiana.
H. B. WALCOTT, Trinidad.
W. K. CHANDLER,
Barbados.
FRANCIS W. GRIFFITH,
St. Vincent.
W. H. PORTER, Dominica.
WILFRID B. DAVIDSON-
HOUSTON, Montserrat.
W. D. AUCHINLECK,
Antigua.
T. LAURENCE ROXBURGH,
St. Kitts-Nevis.

SCHEDULE "A."

Schedule of Canadian goods to enjoy the benefits of the Customs Preferential Tariff when imported into the Colony:—

Fish, canned.
Fish, dried, salted or smoked.
Fish, pickled.
Meats, salted or cured.
Meats, canned.
Meats, fresh, and poultry (dead).
Wheat flour.
Indian meal.
Rolled oats and oatmeal.
Cereal foods.
Bran and pollard.
Bread and biscuits of all kinds.
Oats.
Beans, and peas, whole or split.
Coal, bituminous.
Butter.
Cheese.
Lard.
Hay.
Horses, cows, oxen, bulls, sheep, swine, and poultry (living).
Brooms and brushes.
Boots, shoes, and slippers.
Cordage.
Agricultural machinery and implements of all kinds.

Iron and steel nails, spikes, rivets and clinches.
 Wire (including barbed wire), woven wire fencing, and metal gates.
 Machinery (including motor and other engines), steam boilers, electric machinery, and electric dental appliances of all kinds.
 Vehicles, including automobiles and motor cars.
 Manufactures of India-rubber.
 Paints, colours and varnishes.
 Paper of all kinds and manufactures of paper.
 Vegetables of all kinds including potatoes, onions, and canned vegetables.
 Soap.
 House, office, cabinet, or store furniture of wood, iron, or other material, including cash registers, coffins, caskets, casket robes and linings, and casket hardware.
 Planks, boards, deals, joists, scantling, shingles, shooks, staves and heading.
 Doors, sashes and blinds.
 Pianos and organs.
 Starch.
 Trunks, valises, travelling and tool bags, and baskets of all kinds.
 Cement.
 Glass bottles, lamps, lamp chimneys, and table glassware.
 Nickel-plated, gilt, or electro-plated ware.
 Calcium carbide.
 Linseed oil cake and linseed oil cake meal.
 Fresh fruits.
 Canned and bottled fruits.
 Condensed milk.

SCHEDULE "B."

Schedule of West Indian products to enjoy the benefits of the Customs Preferential Tariff when imported into Canada:—

Sugar, molasses and syrups.
 Shredded sugar cane.
 Fresh fruits of all kinds.
 Cocoanuts.
 Asphalt and manjak.
 Coffee.
 Cotton, raw, cotton seed and cotton seed meal.
 Cotton seed oil.
 Rice uncleaned, rice, cleaned, and rice flour and rice meal, and rice bran.
 Petroleum, crude.
 Oils, coal and kerosene, distilled, purified, or refined petroleum.
 Copra and coconut oil.
 Rubber, raw and balata.
 Bulbs.
 Logwood and logwood extract.
 Annatto.
 Turtle shell, unmanufactured.
 Ginger, nutmegs, and spices, unground.
 Arrowroot.
 Salt.
 Sponges.

Vegetables, fresh, of all kinds.
 Tapioca and cassava.
 Tapioca and cassava flour.
 Honey and beeswax.
 Oils, essential, including bay oil and otto of limes.
 Tamarinds, fresh or preserved.
 Cattle food containing molasses.
 Pea nuts and kola nuts.
 Diamonds, uncut.
 Timber or lumber of wood not further manufactured than sawn or split.
 Timber or lumber of wood, dressed.
 Vanilla beans.
 Bay leaves.
 Papaine.
 Lime juice, fruit syrups, and fruit juices, non-alcoholic.

SCHEDULE "C."

Duty when Imported from any Foreign Country into Canada.

| GOODS. | DUTY. |
|------------------------------------------------|------------------------------------------------|
| Cocoa beans, not roasted, crushed or ground. | Not less than 75c. per 100 lbs. |
| Lime juice, raw and concentrated, not refined. | Not less than 5c. per gallon. |
| Limes, fresh. | Not less than 10 per cent. <i>ad valorem</i> . |

SCHEDULE "D."

Colonies to enjoy for a limited time benefits of agreement with Canada.

Bahamas.
 Bermuda.
 British Honduras.
 Grenada.
 Jamaica.
 Newfoundland.

N.B.—The Colony of Grenada became a subscribing party to the Agreement on May 22, 1913.

The Agreement became effective on June 2, 1913.

APPENDIX "B"

11-12 GEORGE V.

CHAP. 13.

An Act respecting a certain Agreement between Canada and certain of His Majesty's colonies in the West Indies.

[Assented to 3rd May, 1921.]

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

1. This Act may be cited as *The West Indies Trade Agreement Act*. Short title.

2. The agreement dated the eighteenth day of June, one thousand nine hundred and twenty, between the Government of the Dominion of Canada and the Governments of certain of His Majesty's colonies in the West Indies set forth in the Schedule to this Act is hereby approved. Agreement approved.

3. The provisions in the said agreement relating to the customs duties upon goods, the produce or manufacture of any of the colonies the government of which is a party to the said agreement, is hereby sanctioned and declared to have the force of law in Canada; and the Governor in Council shall have power to prescribe, by proclamation to be published in the *Canada Gazette*, the day upon which the preferential treatment of the said goods provided for in the said agreement shall be brought into force under the terms of the agreement with respect to each of the said colonies, the extent of such preference within the limits prescribed by the said agreement where the exact amount thereof is not specified in the said agreement, and the day upon which the preferential treatment of the said goods of any of the said colonies is terminated under the said agreement. Customs duties, preferential treatment as to. Come into force by proclamation.

4. *The Customs Tariff, 1907*, and the amendments thereto are hereby amended in accordance with the provisions of the said agreement. Customs Tariff amended.

Commence-
ment of
Act.

5. This Act shall come into force on a day to be fixed by proclamation of the Governor in Council, and such proclamation shall be published in the *Canada Gazette*.

SCHEDULE.

THE CANADA-WEST INDIES TRADE AGREEMENT 1920.

Agreement entered into this eighteenth day of June,
nineteen hundred and twenty,

BETWEEN

The Right Honourable Sir George Eulas Foster, Minister of Trade and Commerce, the Honourable Martin Burrell, Minister of Customs and Inland Revenue, the Honourable Charles Colquhoun Ballantyne, Minister of Marine and Fisheries and Minister of the Naval Service, and the Honourable Sir Henry Lumley Drayton, Minister of Finance, representing the Government of the Dominion of Canada.

AND

The Honourable Harcourt Gladstone Malcolm, Speaker of the House of Assembly, representing the Government of the Bahamas Islands;

The Honourable William Lambert Collyer Phillips, Colonial Treasurer, representing the Government of Barbados;

The Honourable Wilfred Edward Jackson, Colonial Secretary, representing the Government of Bermuda;

Captain John McIntosh Reid, Comptroller of Customs, representing the Government of British Guiana;

The Honourable Harold Ernest Phillips, Acting Colonial Secretary, representing the Government of British Honduras;

The Honourable Charles Ernest St. John Branch, Attorney General, representing the Government of Jamaica;

The Honourable Donald McDonald, Member of the Legislative Council, representing the Government of the Leeward Islands;

The Honourable Henry Barclay Walcott, Collector of Customs, representing the Government of Trinidad;
and

The Honourable Herbert Ferguson, Colonial Secretary, representing the Government of the Windward Islands.

WHEREAS a Conference has been held between the Government of Canada and the Governments of the Colonies above named through their representatives as-

sembled at Ottawa in the present month of June for the purpose of considering the extent to which and the means by which the trade relations between the Dominion and the several Colonies aforesaid can be rendered closer and more intimate, their trade extended and enlarged, and the means of communication between them improved and rendered fully efficient for all purposes; and

WHEREAS the principles upon which the several Governments are enabled to act in the furtherance of this purpose have been fully considered and a determination has been reached:

THEREFORE the Dominion of Canada and the several Colonies aforesaid declare and agree as follows:

TRADE

Article I. The Dominion of Canada affirms the principle of granting a preference on all goods being the produce or manufacture of any of the Colonies aforesaid imported into Canada, which are now subject to duty or which may be made subject to duty at any future time.

Article II. Subject to the special provisions of Article III, the duties of Customs on all goods (other than tobacco, cigars, cigarettes, and spirituous or alcoholic liquors) being the produce or manufacture of any of the Colonies aforesaid imported into Canada, which are now subject to duty or which may be made subject to duty at any future time, shall not at any time be more than fifty (50) per cent of the duties imposed on similar goods when imported from any foreign country.

Article III. The Dominion of Canada will grant to the articles specified in Schedule "A," being the produce or manufacture of any of the Colonies aforesaid, imported into Canada, the preferential treatment indicated in respect of each such article in the said Schedule "A."

Article IV. The Colonies aforesaid severally affirm the principle of granting a preference on all goods being the produce or manufacture of Canada imported into such Colonies, which are now subject to duty or which may be made subject to duty at any future time.

Article V. Subject to the special provisions of Articles VI and VII, the duties of customs on all goods (other than tobacco, cigars and cigarettes) being the produce or manufacture of Canada imported into the Colonies aforesaid, which are now subject to duty or which may be made subject to duty at any future time, shall not at any time be

(a) in the case of Barbados, British Guiana, and Trinidad, more than fifty (50) per cent.

(b) in the case of British Honduras, the Leeward Islands, and the Windward Islands, more than sixty-six and two-thirds ($66\frac{2}{3}$) per cent.

(c) in the case of Bermuda and Jamaica, more than seventy-five (75) per cent, and

(d) in the case of Bahamas more than ninety (90) per cent

of the duties imposed on similar goods when imported from any foreign country.

Article VI. The Colonies aforesaid will grant to the articles specified in Schedule "B," being the produce or manufacture of Canada, imported into the said Colonies, the preferential treatment indicated in respect of each such article in the said Schedule "B."

Article VII. In the case of the Bahamas, the provisions of Article V (d) shall not apply to wines, malt liquors, spirits, spirituous liquors, liquid medicines, and articles containing alcohol.

Article VIII. The Governments of any of the Colonies aforesaid on giving six months' notice may provide that to be entitled to the concessions granted in Articles V and VI the products of Canada shall be conveyed by ship direct without transshipment from a Canadian port into the said Colony or by way of one of the other Colonies entitled to the advantages of this Agreement.

The Government of Canada on giving six months' notice may provide that, to be entitled to the concessions granted in Articles II and III, the products of any of the Colonies aforesaid shall be conveyed by ship direct without transshipment from the said Colony or from one of the other Colonies entitled to the advantages of this agreement into a Canadian port.

Provided that, should the discretion recognized in this Article be at any time exercised by the Government of Canada, provision shall be made, in all contracts entered into with steamships subsidized by the Dominion and the Colonies, aforesaid, and plying between ports in Canada and ports in the said Colonies, for an effective control of rates of freight.

Article IX. This Agreement shall not interfere with any existing preference or with the granting of any future preference by the Dominion or by any of the Colonies aforesaid to any other part of the British Empire, or with any existing preference or the granting of any future preference by the said Colonies among themselves.

STEAMSHIP SERVICES—EASTERN GROUP

Article X. The Government of Canada will use its best endeavours to arrange for a mail, passenger and freight steamship service to come into effect as soon as possible.

and in any case within three years, between Canada, Bermuda, the Leeward Islands, the Windward Islands, Barbados, Trinidad, and British Guiana, on the following lines:

(1) Steamers shall sail weekly from St. John or Halifax calling one week on the outward passage at Bermuda, Barbados, Trinidad and British Guiana, and on the homeward passage at Trinidad, Grenada, St. Vincent, Barbados, St. Lucia, Dominica, Monserrat, Antigua, Nevis, St. Kitts and Bermuda; on alternate weeks calling on the outward passage at Bermuda, St. Kitts, Nevis, Antigua, Monserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Trinidad, and British Guiana, and on the homeward passage at Trinidad, Barbados, and Bermuda.

(2) The steamers shall be from 5,000 to 6,000 tons gross, capable of maintaining an ocean speed of 12 knots, and providing accommodation for 100 first class, 30 second class, and 100 steerage or deck passengers, and shall be provided with 'tween decks.

Article XI. The Government of Canada will stipulate in any contract entered into for such steamship service that:—

(1) There shall be reasonable proportionate allocation of passenger and cargo accommodation between the Colonies mentioned in Article X.

(2) There shall be no unfair differentiation in rates of freight against the smaller Colonies as compared with the rates to larger Colonies situated at a similar distance from St. John or Halifax.

(3) The steamers shall be so constructed that so far as the traffic warrants, cold storage shall be provided if this can be secured without unreasonable additional cost.

Article XII. If a subsidized steamship service is arranged for the Government of Canada will endeavour to secure the co-operation of the owners of such steamship service towards the provision of hotels and bungalows in the Colonies, the Governments of the Colonies being prepared on their part to offer such facilities as may be practicable, both as regards sites and financial assistance.

Article XIII. The representatives of the Colonies mentioned in Article X undertake to recommend to their Governments that these Governments shall contribute towards such subsidized steamship service, when established, in the following amounts annually:—

| | | |
|-----------------------|---------------|---------|
| Barbados..... | not less than | £ 5,000 |
| Bermuda..... | “ | 2,000 |
| British Guiana..... | “ | 7,500 |
| Leeward Islands..... | “ | 2,500 |
| Trinidad..... | “ | 7,500 |
| Windward Islands..... | “ | 2,500 |

£27,000

Article XIV. Pending the establishment of such service the Government of Canada will use its best endeavours to maintain a fortnightly service on the existing lines and to supplement it with such additional freight or passenger and freight vessels as the trade may require.

STEAMSHIP SERVICES—WESTERN GROUP

Article XV. The Government of Canada, subject to the adoption by the Governments concerned of the recommendations embodied in Article XVI, undertakes to provide as soon as possible, and in any case not later than the 1st January, 1921, a fortnightly freight, mail and passenger steamship service between Canada, the Bahamas, Jamaica, and British Honduras, on the following lines:—

(1) The steamers shall not be less than 3,500 long tons dead weight, shall have an ocean-going speed of not less than 10 knots, and shall have accommodation for from 15 to 20 first-class passengers, and shall be provided with 'tween decks, and, so far as the traffic warrants, with cold storage if this can be secured with reasonable cost.

(2) The steamers shall sail from such Canadian ports as freight conditions require and shall proceed to Belize in British Honduras, calling at Nassau in the Bahamas, and at such port or ports in Jamaica as may be necessary, and shall call on the return voyage at such port or ports in Jamaica as may be necessary, and at Nassua.

Article XVI. The representatives of the Colonies mentioned in Article XV undertake to recommend to their Governments that these Governments shall, if the service proves unremunerative, contribute twenty-five (25) per cent of any loss; provided that the amounts contributed shall not exceed, in the case of the Bahamas, the sum of £3,000 per annum, in the case of British Honduras, the sum of £5,000 per annum, and in the case of Jamaica the sum of £5,000 per annum.

Article XVII. This Agreement shall be subject to the approval of the Parliament of Canada and of the Legislature of each of the Colonies aforesaid, and of the Secretary of State for the Colonies. Upon such approval being given, the Agreement shall be brought into force at such time as may be agreed upon between the Governments of Canada and of the Colonies aforesaid by Proclamation to be published in the *Canada Gazette* and in the Official Gazette of each of the said Colonies.

Article XVIII. This Agreement shall remain in force for ten years after the Proclamation aforesaid and thereafter until terminated by twelve months' written notice given either by the Government of Canada, or by the Government of any of the Colonies aforesaid, but in the latter case the Agreement shall remain in full force and effect

as to any of the other Colonies which have not given such notice.

IN WITNESS WHEREOF the representatives of the Government of Canada and of the Governments of the Colonies aforesaid have signed this Agreement.

Done at Ottawa this 18th day of June, 1920, in a single copy which will be deposited in the Archives of the Government of Canada and of which authenticated copies will be transmitted by the Government of Canada to the Governments of each of the Colonies aforesaid.

GEORGE E. FOSTER,
MARTIN BURRELL,
C. C. BALLANTYNE,
H. L. DRAYTON,
HARCOURT MALCOLM,
W. L. C. PHILLIPS,
(per H. B. G. Austin, Acting Dele-
gate),
W. E. JACKSON,
J. M. REID,
H. E. PHILLIPS,
E. ST. J. BRANCH,
DONALD McDONALD,
H. B. WALCOTT,
HERBERT FERGUSON.

SCHEDULE "A."

CANADIAN TARIFF.

| Item No. | Article | — | Preference |
|----------|------------|----------------------------------------|--------------|
| 135 | Sugar..... | Degrees of Polarization..... | per 100 lbs. |
| | | | \$ cts. |
| | | Not exceeding 76..... | 0 46.080 |
| | | Exceeding 76 and not exceeding 77..... | 0 47.616 |
| | | " 77 " 78..... | 0 49.152 |
| | | " 78 " 79..... | 0 50.688 |
| | | " 79 " 80..... | 0 52.224 |
| | | " 80 " 81..... | 0 53.760 |
| | | " 81 " 82..... | 0 55.296 |
| | | " 82 " 83..... | 0 56.832 |
| | | " 83 " 84..... | 0 58.560 |
| | | " 84 " 85..... | 0 60.288 |
| | | " 85 " 86..... | 0 62.016 |
| | | " 86 " 87..... | 0 63.744 |
| | | " 87 " 88..... | 0 65.664 |
| | | " 88 " 89..... | 0 67.584 |
| | | " 89 " 90..... | 0 69.888 |
| | | " 90 " 91..... | 0 72.192 |
| | | " 91 " 92..... | 0 74.496 |
| | | " 92 " 93..... | 0 76.800 |
| | | " 93 " 94..... | 0 79.104 |
| | | " 94 " 95..... | 0 81.408 |
| | | " 95 " 96..... | 0 83.712 |
| | | " 96 " 97..... | 0 86.016 |
| | | " 97 " 98..... | 0 88.320 |
| | | " 98 " —..... | 0 96.000 |

The Customs Tariff of Canada shall be amended so as to provide that sugar above number 16 Dutch Standard in colour when imported by a recognized sugar refiner, for refining purposes only, upon evidence satisfactory to the Minister of Customs, shall not be subject to these duties, *i.e.*, the duties on sugar over number 16 Dutch Standard, specified in item 134 of the Canadian Tariff.

The Canadian Government failing the adoption of the polariscope standard for tariff classification, will use its best endeavours to establish a more stable colour standard than the present Dutch Standard.

Provided that sugar as defined under item 134 shall receive a preference of not less than 25 per cent of the duty charged on foreign sugar.

| | |
|-----------------------------------------------------------------|----------------------------------------------------------------------|
| Cocoa beans, not roasted, crushed or ground (per 100 lbs.)..... | A preference of \$1.50. |
| Lime Juice, raw and concentrated, not refined (per gallon)..... | A preference of 10 cents. |
| Limes, fresh..... | Free as against general tariff of 15 per cent <i>ad valorem</i> . |
| Arrowroot, per lb..... | A preference of one cent. |
| Cocoanuts, per 100 (imported direct to a Canadian port)..... | Free, as against general tariff of seventy-five cents. |
| Cocoanuts, n.o.p..... | A preference of 50 cents per 100. |
| Grape Fruit..... | A preference of fifty cents per 100 lbs. |
| Rum..... | A preference of 60 cents per gallon of the strength of proof. |
| Onions..... | Free, as against a general tariff of 30 per cent <i>ad valorem</i> . |

SCHEDULE "B."

| | |
|----------------------------------------------------------------------------------------|------------------------------------------------------------------------|
| Flour..... | Preference of not less than one shilling per barrel or bag of 196 lbs. |
| Spirits, <i>i.e.</i> , Brandy, Gin, Rum, Whisky, unenumerated, potable, if tested..... | Preference of not less than 2/6 per gallon of the strength of proof. |
| Spirits, perfumed, unenumerated, potable, if not tested..... | Preference of not less than 2/6 per liquid gallon. |
| Wine, beer, and ale..... | Duty not to exceed four-fifths of full rate. |

DECLARATION RESPECTING CABLE COMMUNICATIONS SUPPLEMENTARY TO THE CANADA-WEST INDIES TRADE AGREEMENT, 1920.

With a view to the further promotion of the purposes of the Canada-West Indies Trade Agreement of even date the representatives of the Government of Canada and of the Colonies named in the agreement will recommend for the favourable consideration of their respective Governments that direct British owned and British controlled cables should be laid as soon as possible, without waiting for the termination of the Agreement with the West Indian and Panama Telegraph Company, to connect Bermuda with Barbados, Trinidad, British Guiana, the Windward Islands, the Leeward Islands, and Turks Island or Jamaica.

The Government of Canada will institute inquiries as soon as practicable as to the possibility of arranging for the laying of such cables and will communicate the results of these inquiries to the Governments of the Colonies.

GEORGE E. FOSTER,
MARTIN BURRELL,
C. C. BALLANTYNE,
H. L. DRAYTON,
HARCOURT MALCOLM,
W. L. C. PHILLIPS,
(per H. B. G. Austin,
Acting Delegate),
W. E. JACKSON,
J. M. REID,
H. E. PHILLIPS,
E. ST. J. BRANCH,
DONALD McDONALD,
H. B. WALCOTT,
HERBERT FERGUSON.

OTTAWA, 18th June, 1920.

OTTAWA: Printed by THOMAS MULVEY, Law Printer to the King's most Excellent Majesty.

16-17 GEORGE V.

CHAP. 16.

An Act respecting trade relations with British West Indies,
Bermuda, British Guiana, and British Honduras.

[Assented to 15th June, 1926].

HIS Majesty, by and with the advice and consent of the 1921, c. 13.
Senate and House of Commons of Canada, enacts as
follows:—

1. This Act may be cited as *The West Indies Trade Agreement Act, 1926*. Short title.

2. The agreement of the sixth day of July, one thousand nine hundred and twenty-five, entered into at Ottawa between representatives of the Government of the Dominion of Canada and representatives of the Governments of the Bahama Islands, Barbados, Bermuda, British Guiana, British Honduras, Jamaica, the Leeward Islands, Trinidad and Tobago, and the Windward Islands, copy of which is set forth in the schedule to this Act, is hereby approved. Agreement approved.

3. After the said agreement is brought into force, and so long as it remains in force, goods mentioned in the said agreement, the produce or manufacture of any of the colonies parties to the said agreement, which are conveyed without transshipment, except transshipment at a port of any of the said colonies, by ship direct into a sea or river port of Canada shall be admitted to Canada at the rates of duties provided in the said agreement. Rates of duties on goods imported from British-American colonies.

4. The tariff concessions authorized by this Act to be extended to goods the produce or manufacture of any of the said colonies shall be so extended with respect to any one or more of the said colonies which may have ratified the said agreement on and after a day to be fixed by proclamation of the Governor in Council, which proclamation shall be published in the *Canada Gazette*. Date of operation of tariff concessions.

5.

Extension
of
advantages.

5. Subject to the provisions of *The Customs Tariff, 1907*, the Governor in Council may, by Order in Council, extend the said advantages to goods the produce or manufacture of any British country.

Orders in
Council
authorized.

6. The Governor in Council may make such orders and regulations as are deemed necessary to carry out the provisions and intent of this Act and of the said agreement.

Suspension
of
inconsistent
laws.

7. The operation of all laws inconsistent with the giving to the provisions of the said agreement and of this Act their full effect shall from time to time be suspended to the extent of such inconsistencies.

SCHEDULE.

AN AGREEMENT made this sixth day of July in the year of
Our Lord one thousand nine hundred and twenty-five

BETWEEN

The Dominion of Canada herein acting and represented by
The RIGHT HONOURABLE GEORGE PERRY GRAHAM,
LL.D., a member of His Majesty's Imperial Privy Council,
a member of His Majesty's Honourable Privy Council for
Canada, a member of the Parliament of Canada, Minister
of Railways and Canals of Canada;

The HONOURABLE JAMES ALEXANDER ROBB, a member
of His Majesty's Privy Council for Canada, a member of
the Parliament of Canada, Minister of Immigration and
Colonization and Acting Minister of Finance of Canada;

The HONOURABLE THOMAS ANDREW LOW, a member of
His Majesty's Privy Council for Canada, a member of the
Parliament of Canada, Minister of Trade and Commerce of
Canada;

The HONOURABLE WILLIAM RICHARD MOTHERWELL, a
member of His Majesty's Privy Council for Canada, a
member of the Parliament of Canada, Minister of Agri-
culture of Canada;

The HONOURABLE JOHN EWEN SINCLAIR, a member of
His Majesty's Privy Council for Canada, a member of
the Parliament of Canada, Minister without portfolio of
Canada, and

The HONOURABLE PIERRE JOSEPH ARTHUR CARDIN, a
member of His Majesty's Privy Council for Canada, a
member of the Parliament of Canada, Minister of Marine
and Fisheries of Canada, and Acting Minister of Customs
and Excise of Canada.

AND

The HONOURABLE HARCOURT GLADSTONE MALCOLM,
O.B.E., K.C., Speaker of the House of Assembly, represent-
ing the Government of the Bahama Islands;

SYDNEY THIRLWALL HARRISSON, C.M.G., O.B.E., Comptroller of Customs, representing the Government of Barbados;

The HONOURABLE JOHN PIERCE HAND, M.B.E., member of the Executive Council and of the House of Assembly, representing the Government of Bermuda;

The HONOURABLE SIR ALFRED PARKER SHERLOCK, Kt., member of the Executive Council, representing the Government of British Guiana;

The HONOURABLE CRAWFORD DOUGLAS DOUGLAS-JONES, C.M.G., Colonial Secretary, representing the Government of British Honduras;

The HONOURABLE WILLIAM MORRISON, member of the Privy Council and Legislative Council of Jamaica, representing the Government of Jamaica;

HERBERT HAZEL HART, representing the Government of the Leeward Islands;

The HONOURABLE HENRY BARCLAY WALCOTT, C.M.G., Treasurer, representing the Government of Trinidad and Tobago, and

HIS HONOUR LIEUTENANT-COLONEL WILFRED BENNETT DAVIDSON-HOUSTON, C.M.G., Administrator of St. Lucia, representing the Government of the Windward Islands.

WHEREAS a conference has been held between the above mentioned parties for the purpose of considering an agreement by which trade relations between them will be rendered closer and their respective trade extended and enlarged and the means of communication between them improved and made more efficient; and

WHEREAS the Dominion of Canada and the said Colonies mutually affirm the principle of granting preferences the one to the other on goods of their produce or manufacture with the end in view of increasing trade between them and of generally promoting the welfare and advancement of British America;

NOW THEREFORE in consideration of the premises these presents witness that the Parties aforesaid after communicating to each other their respective full powers found in good and due form have agreed upon the following articles:

PART I.—TRADE

ARTICLE I

Subject to the provisions of *The Customs Tariff, 1907*, and to the provisions of Article II hereof, the duties of customs on all goods (other than tobacco, cigars, cigarettes, and spirituous or alcoholic liquors) being the produce or manufacture of any of the Colonies aforesaid imported into Canada which are now subject to duty or which may be

made subject to duty at any future time shall not at any time be more than fifty per cent of the duties imposed on similar goods under the General Tariff of Canada.

ARTICLE II

Subject to the provisions of *The Customs Tariff, 1907*, the Dominion of Canada grants to the articles enumerated in Schedule A being the produce or manufacture of any of the Colonies aforesaid when imported into Canada the preferential treatment indicated in respect of each such article in the said Schedule A.

ARTICLE III

The Dominion of Canada undertakes to withdraw the benefit of the British Preferential Tariff from any British country which produces cocoa beans if that country does not extend a preference satisfactory to the Governor in Council of Canada to goods the produce or manufacture of Canada over like goods imported into such country from any foreign country.

ARTICLE IV

Subject to the provisions of Articles V and VI hereof the duties of customs on all goods (other than tobacco, cigars and cigarettes) being the produce or manufacture of Canada when imported into any of the Colonies aforesaid which are now subject to duty or which may be made subject to duty at any future time shall at any time be in the case of

- (a) the Bahamas not more than seventy-five per cent,
- (b) Barbados not more than fifty per cent,
- (c) British Guiana not more than fifty per cent,
- (d) British Honduras not more than sixty-six and two-thirds per cent,
- (e) Jamaica not more than seventy-five per cent,
- (f) Leeward Islands not more than sixty-six and two-thirds per cent,
- (g) Trinidad and Tobago not more than fifty per cent,
- (h) the Windward Islands not more than sixty-six and two-thirds per cent, of the duties imposed on similar goods when imported from any foreign country.

The Bahamas will use their best endeavours to make their percentage fifty per cent. Bermuda will grant preferential treatment to all imports of Canadian origin except wines, spirits, malt liquors, cigars, cigarettes and tobacco by removing the ten per cent surtax now imposed.

ARTICLE

ARTICLE V

The said Colonies grant to articles specified in Schedule B being the produce or manufacture of Canada when imported into any of the said Colonies the preferential treatment indicated in respect of each such article in the said Schedule B.

ARTICLE VI

In the case of the Bahamas the provisions of Article IV (a) shall not apply to wines, malt liquors, spirits, spirituous liquors, liquid medicines and articles containing alcohol.

ARTICLE VII

The Government of any of the said Colonies on giving six months' notice may provide that to be entitled to the concessions granted in Articles IV and V the products of Canada shall be conveyed without transshipment by ship direct from a Canadian port into such Colony or by way of one of the other Colonies entitled to the advantages of this agreement.

To enjoy the benefit of the tariff advantages conceded to the various Colonies by the Government of Canada the products of any of the said Colonies shall be conveyed without transshipment by ship direct into a sea or river port of Canada; provided, however, that transshipment shall be permitted at a port of any of the said Colonies.

ARTICLE VIII

Save as herein otherwise provided this agreement shall not interfere with any existing preference or with the granting of any future preference by the Dominion or by any of the said Colonies to any other part of the British Empire or with any existing preference or the granting of any future preference by the said Colonies among themselves.

PART II.—STEAMSHIP SERVICES

EASTERN GROUP

ARTICLE IX

Subject to the ratification of the present agreement as hereinafter stated in Article XII, the Government of Canada will arrange for a mail, passenger and freight steamship or motor ship service to come into effect as soon as possible, and in any case within fifteen months after the date of the ratification of this Agreement, between Canada, Bermuda, the Leeward Islands, the Windward Islands,

Barbados, Trinidad and British Guiana, on the following lines:

1. A fortnightly freight, passenger and mail service from Canadian ocean ports all the year round, calling each way at Bermuda, St. Kitts, Nevis, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Tobago, Trinidad and Demerara.

2. The vessels shall be of from 5,000 to 6,000 tons gross, capable of maintaining an ocean speed of not less than 12 knots, and providing accommodation for 100 first-class, 30 second-class, and 100 steerage or deck passengers, and shall be provided with 'tween decks, and cold storage accommodation as required, but not less than 10,000 cubic feet.

3. In addition to the foregoing the Government of Canada will provide a fortnightly freight service with vessels of 4,300 tons or thereabouts dead weight, and a speed of about 10 knots, from Canadian river ports in summer and from Canadian ocean ports in winter calling at St. Kitts, Antigua, Barbados, Trinidad and Demerara.

ARTICLE X

The Government of Canada will stipulate in any contract entered into for such steamship or motorship service that:

1. There shall be reasonable proportionate allocation of passenger and cargo accommodation between the colonies mentioned in Article IX. As regards traffic from British Guiana, space shall be reserved on each sailing from that Colony for 100 tons of Intercolonial freight. Until otherwise arranged, first-class berths for 20 passengers between Demerara and Trinidad shall also be reserved on each north-bound vessel until 24 hours after the arrival of said vessel at Demerara; 10 of the said berths being also reserved for passengers proceeding north of Trinidad.

Freight space and passenger accommodation shall be booked by the agents of the steamship company in order of priority of application.

2. There shall be no unfair differentiation in rates of freight against the smaller Colonies as compared with the rates to and from larger Colonies situated at a similar distance from Canadian ports. Freight rates are to be subject to the control of the Government of Canada.

ARTICLE XI

The representatives of the Colonies mentioned in Article IX undertake that their Government shall contribute

towards such steamship service, when established, in the following amounts annually:

| | | |
|-----------------------|---|--------|
| Barbados..... | £ | 5,000 |
| Bermuda..... | | 1,500 |
| British Guiana..... | | 8,500 |
| Leeward Islands..... | | 2,500 |
| Trinidad..... | | 9,000 |
| Windward Islands..... | | 2,500 |
| | £ | 29,000 |

Provided that if it is found impossible to call at Tobago the contribution of Trinidad shall be decreased by £1,500.

ARTICLE XII

Pending the establishment of such service the Government of Canada will use its best endeavours to maintain a fortnightly service on the existing lines.

The obligation of the Government of Canada to provide the steamship service referred to in Article IX is dependent upon ratification of this agreement by the colonies of the eastern group or by those of them whose ratification is by the Government of Canada deemed essential.

WESTERN GROUP

ARTICLE XIII

The Government of Canada undertakes to provide as soon as possible, and in any case within fifteen months after the ratification of this agreement as provided in Article XVI, a fortnightly mail, passenger and freight service between St. Lawrence ports in summer and such Canadian ocean ports in winter as may be designated by the Canadian Government, and calling both ways at Bermuda, the Bahamas, and Kingston, Jamaica, alternating with a fortnightly freight service between the said Canadian ports and Kingston, Jamaica, direct.

1. Passenger steamers to be similar in size to those proposed for the Eastern Route, that is to say, from 5,000 to 6,000 gross tons, ocean speed 14 knots, accommodation for 100 first-class passengers, with 'tween decks, and refrigeration for about 70,000 stems of bananas, and also cold storage for Canadian meats, fish, butter, cheese and other dairy products from Canada to the Colonies and for fruit, green vegetables, etc., from the Colonies to Canada.

2. Each of the freight steamers shall also have a speed of about 10 knots and refrigeration for about 50,000 stems of bananas.

3. A steamer operating on a fortnightly schedule connecting with the steamers specified in Article XIII-1 shall be supplied by the Government of Canada between British

Honduras and Kingston, Jamaica, of about 1,000 tons, speed 10 knots, with accommodation for at least 20 first-class passengers, and cold storage.

ARTICLE XIV

1. On representations being made by the respective Governments of Canada and Jamaica, such Governments shall have the control of the allocation of space for the carriage of bananas.

2. If possible, arrangements will be made to have the Eastern and Western services connect at Bermuda.

3. The Government of Canada reserves the right to permit the vessels mentioned in Article XIII to make calls at any other ports not mentioned in this Agreement, upon condition that regular weekly sailings to and from Kingston, Jamaica, are maintained.

ARTICLE XV

The representatives of the Colonies mentioned in Article XIII undertake that their Government shall contribute towards such services, when established, the following amounts:

In the case of Bermuda, £2,000 per annum; in the case of the Bahamas, £2,000 per annum; in the case of British Honduras, £2,000 per annum; and in the case of Jamaica, £12,000 per annum.

ARTICLE XVI

Pending the establishment of such services the Government of Canada will use its best endeavours to maintain a service every three weeks on the existing lines.

The obligation of the Government of Canada to provide the steamship services referred to in Article XIII is dependent upon ratification of this Agreement by the Colonies of the Western Group or by those of them whose ratification is by the Government of Canada deemed essential.

ARTICLE XVII

The rates of freight from Canada to Bermuda by the steamships operating under this Agreement shall not exceed the rates charged to Nassau, Bahamas, and/or Kingston, Jamaica in respect to the Western Group, or to Barbados, and/or Trinidad, and/or British Guiana in respect to the Eastern Group.

ARTICLE XVIII

1. Freight rates on all services shall be subject to the control of the Canadian Government. The Government of any Colony shall be at liberty at any time to make representations to the Canadian Government in respect to such rates, to which the Canadian Government shall give the fullest possible consideration.

2. There shall be reasonable proportionate allocation of passenger and cargo accommodation between the said Colonies.

PART III.—GENERAL PROVISIONS

ARTICLE XIX

In respect to Canada this agreement shall be subject to the approval of its parliament and in respect to each of the said Colonies to the approval of their respective legislatures and of the Secretary of State for the Colonies.

Upon approval being given by each of said Colonies respectively the agreement shall be brought into force thereupon or so soon thereafter as may be agreed upon between the Dominion of Canada and any Colony by proclamation to be published in the *Canada Gazette* and in the Official Gazette of each of the said Colonies.

On the present agreement being brought into effect it shall take the place of and be substituted in all respects for the trade agreement dated the eighteenth day of June, nineteen hundred and twenty, between the Dominion of Canada and the Colonies aforesaid.

ARTICLE XX

This agreement shall remain in force for twelve years after the proclamation aforesaid and thereafter until terminated by twelve months' notice given either by the Government of Canada or by the Government of any of the said Colonies but in the latter case the agreement shall remain in full force and effect as to any of the other Colonies which has not given such notice.

IN WITNESS WHEREOF the said Governments have signed this treaty at Ottawa, this sixth day of July in the Year of Our Lord, one thousand nine hundred and twenty-five, in a single copy which will be deposited in the Public Archives of the Dominion of Canada in the custody of the Secretary

of State for External Affairs of Canada and of which authenticated copies will be transmitted by the Government of Canada to each of the Governments of the said colonies.

GEO. P. GRAHAM,
JAMES A. ROBB,
THOS. A. LOW,
W. R. MOTHERWELL,
JOHN E. SINCLAIR,
P. J. ARTHUR CARDIN,
HARCOURT MALCOLM,
S. T. HARRISON,
JOHN P. HAND,
A. P. SHERLOCK,
C. DOUGLAS-JONES,
W. MORRISON,
H. H. HART,
H. B. WALCOTT,
WILFRED B. DAVIDSON-HOUSTON.

SCHEDULE A

1. SUGAR—(Tariff item 135)

| Degrees of Polarization | | | | Preference per 100 lbs. |
|----------------------------------------|--|--|--|----------------------------|
| Not exceeding 76..... | | | | \$ 0.48647 |
| Exceeding 76 and not exceeding 77..... | | | | 0.51214 |
| “ 77 “ “ 78..... | | | | 0.53781 |
| “ 78 “ “ 79..... | | | | 0.56348 |
| “ 79 “ “ 80..... | | | | 0.58915 |
| “ 80 “ “ 81..... | | | | 0.61482 |
| “ 81 “ “ 82..... | | | | 0.64049 |
| “ 82 “ “ 83..... | | | | 0.66616 |
| “ 83 “ “ 84..... | | | | 0.69183 |
| “ 84 “ “ 85..... | | | | 0.71750 |
| “ 85 “ “ 86..... | | | | 0.74317 |
| “ 86 “ “ 87..... | | | | 0.76884 |
| “ 87 “ “ 88..... | | | | 0.79451 |
| “ 88 “ “ 89..... | | | | 0.82018 |
| “ 89 “ “ 90..... | | | | 0.84585 |
| “ 90 “ “ 91..... | | | | 0.87152 |
| “ 91 “ “ 92..... | | | | 0.89719 |
| “ 92 “ “ 93..... | | | | 0.92286 |
| “ 93 “ “ 94..... | | | | 0.94853 |
| “ 94 “ “ 95..... | | | | 0.97420 |
| “ 95 “ “ 96..... | | | | 1.00000 |
| “ 96 “ “ 97..... | | | | 1.02567 |
| “ 97 “ “ 98..... | | | | 1.05134 |
| “ 98 “ “ | | | | 1.12000 |

The Customs Tariff of Canada shall provide that sugar above number 16 Dutch standard in colour when imported by a recognized sugar refiner, for refining purposes only, upon evidence satisfactory to the Minister of Customs, shall not be subject to these duties, *i.e.*, the duties on sugar over number 16 Dutch standard, specified in item 134 of the Canadian Tariff.

Provided that sugar as defined under item 134 of the Customs Tariff of Canada shall receive a preference of not less than 25 per cent of the duty charged on foreign sugar.

SCHEDULE A—*Con.*

2. BANANAS—

| | |
|------------------------------------------------------------------------------------------------------------|---------------------------------------------------|
| Bananas, when imported from the place of growth by ship, direct to a Canadian port, per stem or bunch..... | Free, as against a general tariff of fifty cents. |
| Bananas, n.o.p., per stem or bunch..... | Fifty cents under all tariffs. |

The Government of Canada may provide that whenever the Governor in Council deems it to be in the public interest to inquire into any conspiracy, combination, agreement or arrangement alleged to exist among growers, dealers, shippers or carriers of bananas to promote the advantage of growers, dealers, shippers or carriers of bananas at the expense of the consumers, the Governor in Council may commission or empower the Minister of Customs and Excise of Canada to hold an enquiry and report to the Governor in Council whether such conspiracy, combination, agreement or arrangement exists. If the Minister reports that there is reason to believe such conspiracy, combination, agreement, or arrangement exists in respect to such article, the Governor in Council may admit bananas imported from all countries free of duty, or so reduce the duty thereon as to give to the public the benefit of reasonable competition in the article, if it appears to the Governor in Council that such disadvantage to the consumer is facilitated by the duties of customs imposed on bananas. Before alteration or reduction is made in duties the Colonies of Jamaica and British Honduras shall be notified.

The changes in the rates of duties on bananas shall take effect on the 1st January, 1927, or on such earlier date as the steamship service referred to in Article XIII of the agreement is established.

3. COCOA—

| | |
|--------------------------------------------------------------|----------------------------------------------------------------------------------------|
| Cocoa beans, not roasted, crushed or ground.....per 100 lbs. | A preference of \$1.50 under the intermediate tariff and \$2 under the general tariff. |
|--------------------------------------------------------------|----------------------------------------------------------------------------------------|

4. OTHER ITEMS—

| | |
|--------------------------------------------------------------------------|---------------------------------------------------------------|
| Lime Juice, raw and concentrated, not refined.....per gallon | A preference of 15 cents. |
| Limes, fresh..... <i>ad valorem</i> | Free, as against a general tariff of 15 per cent. |
| Arrowroot.....per pound | Free, as against a general tariff of 1½ cents. |
| Cocoanuts, imported by ship direct to a Canadian port.....per 100 | Free, as against a general tariff of 75 cents. |
| Cocoanuts, n.o.p. if not imported by ship direct.....per 100 | A preference of 50 cents. |
| Grape fruit, imported by ship direct to a Canadian port.....per 100 lbs. | A preference of \$1 under the general tariff. |
| Grape fruit, n.o.p., if not imported by ship direct.....per 100 lbs. | A preference of 50 cents. |
| Rum, specified in customs tariff item 156a. | A preference of \$2 per gallon of the strength of proof. |
| Rum specified in customs tariff item 157b. | A preference of 60 cents per gallon of the strength of proof. |
| Onions..... <i>ad valorem</i> | Free, as against a general tariff of 30 per cent. |
| Cocoa butter.....per lb. | Free, as against a general tariff of 2 cents. |

SCHEDULE A—*Con.*4. OTHER ITEMS—*Con.*

| | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|
| Coffee, green.....per lb. | Free, as against a general tariff of 3 cents. |
| Ginger and spices, unground, n.o.p..... <i>ad valorem</i> | Free, as against a general tariff of 12½ per cent. |
| Nutmegs and mace, whole or unground..... <i>ad valorem</i> | Free, as against a general tariff of 20 per cent. |
| Pineapples in air-tight cans or other air-tight packages, n.o.p., the weight of cans or other packages to be included in the weight for duty.....per lb. | ½ cent. |
| Angostura bitters.....per proof gallon | \$5. |
| Sponges of marine production. <i>ad valorem</i> | Free, as against a general tariff of 17½ per cent. |

Provided that nothing herein contained shall prevent the Government of Canada from changing the rates of duty provided the preferences granted herein are maintained.

SCHEDULE B

Part I.—Western Group.

Jamaica, the Bahamas and British Honduras grant

(1) on flour, a preference of two shillings per barrel of 196 pounds;

(2) on butter, cheese, lard, condensed milk, meats of all kinds, fish (canned, preserved, dried, salted, smoked or pickled), apples and potatoes, a preference of not less than 50 per cent.

Part II.—Barbados, Trinidad and British Guiana.

Barbados, Trinidad and British Guiana grant the following preferences:

| | |
|-----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| On flour, two shillings per barrel of 196 pounds. | |
| Apples.....per barrel | 50 cents. |
| Beef, salted and pickled.....per barrel of 200 pounds | \$1.50. |
| Boards, planks, scantling, shingles and lath (not of pitch pine)..... <i>ad valorem</i> | A preference of not less than 66⅔ per cent |
| Boots and shoes..... <i>ad valorem</i> | A preference of not less than 66⅔ per cent |
| Butter.....per 100 lbs. | \$1.50. |
| Cement.....per cask of 400 lbs. | 2 shillings. |
| Cheese.....per 100 lbs. | \$1.50. |
| Cocoa, prepared, in Trinidad and British Guiana.....per pound | 4 cents. |
| in Barbados.....per 100 lbs. | Free as against a general tariff of \$2. |
| Confectionery..... | An <i>ad valorem</i> preference of not less than 66⅔ per cent or 4 cents per pound, according to the method of assessing the duty. |
| Cordage..... | An <i>ad valorem</i> preference of not less than 66⅔ per cent or 6 shillings per 100 pounds, according to the method of assessing the duty. |
| Fish, canned, preserved, dried, salted, smoked or pickled..... | An <i>ad valorem</i> preference of not less than 66⅔ per cent or 2 shillings per 100 lbs. which is to be a preference of not less than 66⅔ per cent according to the method of assessing the duty. |

SCHEDULE B—*Con.*

| | | |
|---------------------------------|------------------------|-------------|
| Lard..... | per 100 lbs. | \$1.50. |
| Milk, condensed..... | per case of 48 lbs. | 1 shilling. |
| Pork, salted or pickled..... | per barrel of 200 lbs. | \$1.50. |

On all the items mentioned above except flour, Barbados, Trinidad and British Guiana agree that the preferential rate of duty shall in no case exceed one-third of the general rate nor shall the amount of the preference be less than that specified above.

British Guiana grants a preference of not less than 4 cents a gallon on gasoline and kerosene when refined from crude oil produced in British territory.

Part III.—Leeward and Windward Islands.

The Leeward and Windward Islands undertake to use their best endeavours to have granted similar preferences to those granted by Barbados, Trinidad and British Guiana in Part II of this Schedule above.

Part IV.—Special Preferences.

All the Colonies except the Bahamas and Bermuda grant the following preferences:

- On spirits, *i.e.*, brandy, gin, rum, whiskey, unenumerated, potable, if tested, a preference of not less than 2 shillings 6 pence per gallon of the strength of proof.
- Spirits, perfumed, unenumerated, potable, if not tested, a preference of not less than 2 shillings 6 pence per liquid gallon.
- Wine, beer, and ale, a preference of not less than 20 per cent.

Part V.

Provided that nothing herein contained shall prevent any of the said Colonies from changing the rates of duty provided the preferences granted herein are maintained.

GEO. P. GRAHAM,
JAMES A. ROBB,
THOS. A. LOW,
W. R. MOTHERWELL,
JOHN E. SINCLAIR,
P. J. ARTHUR CARDIN,
HARCOURT MALCOLM,
S. T. HARRISSON,
JOHN P. HAND,
A. P. SHERLOCK,
C. DOUGLAS-JONES,
W. MORRISON,
H. H. HART,
H. B. WALCOTT,
WILFRED B. DAVIDSON-HOUSTON.

APPENDIX "D".

C A N A D A

| ¹ Year | <u>Total Canadian Trade</u> | <u>Imports from the B.W.I.</u> | <u>Exports to the B.W.I.</u> | <u>Total Trade with the B.W.I.</u> |
|----------------------|---------------------------------|------------------------------------|----------------------------------|----------------------------------------|
| 1900 | \$ 355,889,231. | \$ 801,613. | \$ 1,673,163. | \$ 2,474,776. |
| 1901 | 372,440,062. | 1,198,022. | 1,898,262. | 3,096,284. |
| 1902 | 406,708,668. | 1,609,132. | 1,922,098. | 3,531,230. |
| 1903 | 450,324,570. | 1,798,758. | 2,158,850. | 3,957,608. |
| 1904 | 454,965,093. | 4,196,730. | 2,152,129. | 6,348,859. |
| 1905 | 453,436,275. | 4,970,284. | 2,918,630. | 7,888,914. |
| 1906 | 530,398,082. | 5,859,589. | 2,726,995. | 8,586,584 |
| 1907 (9 mos) | 442,313,068 | 2,833,610. | 2,017,280. | 4,850,890. |
| 1908 | 615,909,831. | 7,666,703. | 2,828,117. | 10,494,820 |
| 1909 | 548,516,562. | 7,543,733. | 2,746,341. | 10,290,074. |
| 1910 | 669,082,192. | 5,777,698. | 3,534,766. | 9,312,464. |
| 1911 | 742,724,813. | 6,876,269. | 4,459,086. | 11,335,355. |
| 1912 | 830,120,826. | 5,756,064. | 4,494,265. | 10,250,329. |
| 1913 | 1,048,275,589. | 6,017,130. | 4,329,816. | 10,346,946. |
| 1914 | 1,074,631,222. | 4,354,849. | 4,852,480. | 9,207,329. |
| 1915 | 917,398,417. | 6,187,219. | 4,690,807. | 10,878,026. |
| 1916 | 1,287,501,204. | 6,286,914. | 4,551,487. | 10,838,401. |
| 1917 | 2,025,661,978. | 14,251,775. | 5,747,855. | 19,999,630. |
| 1918 | 2,549,702,370. | 10,635,490. | 7,661,970. | 18,297,460. |
| 1919 | 2,188,476,990. | 8,476,881. | 11,379,607. | 19,856,488 |

1. Up to 1907 the fiscal year ended in June, thereafter it ended on March 31st.

Compiled from Report of the Department of Trade for the 5 years ended March 31st, 1927.

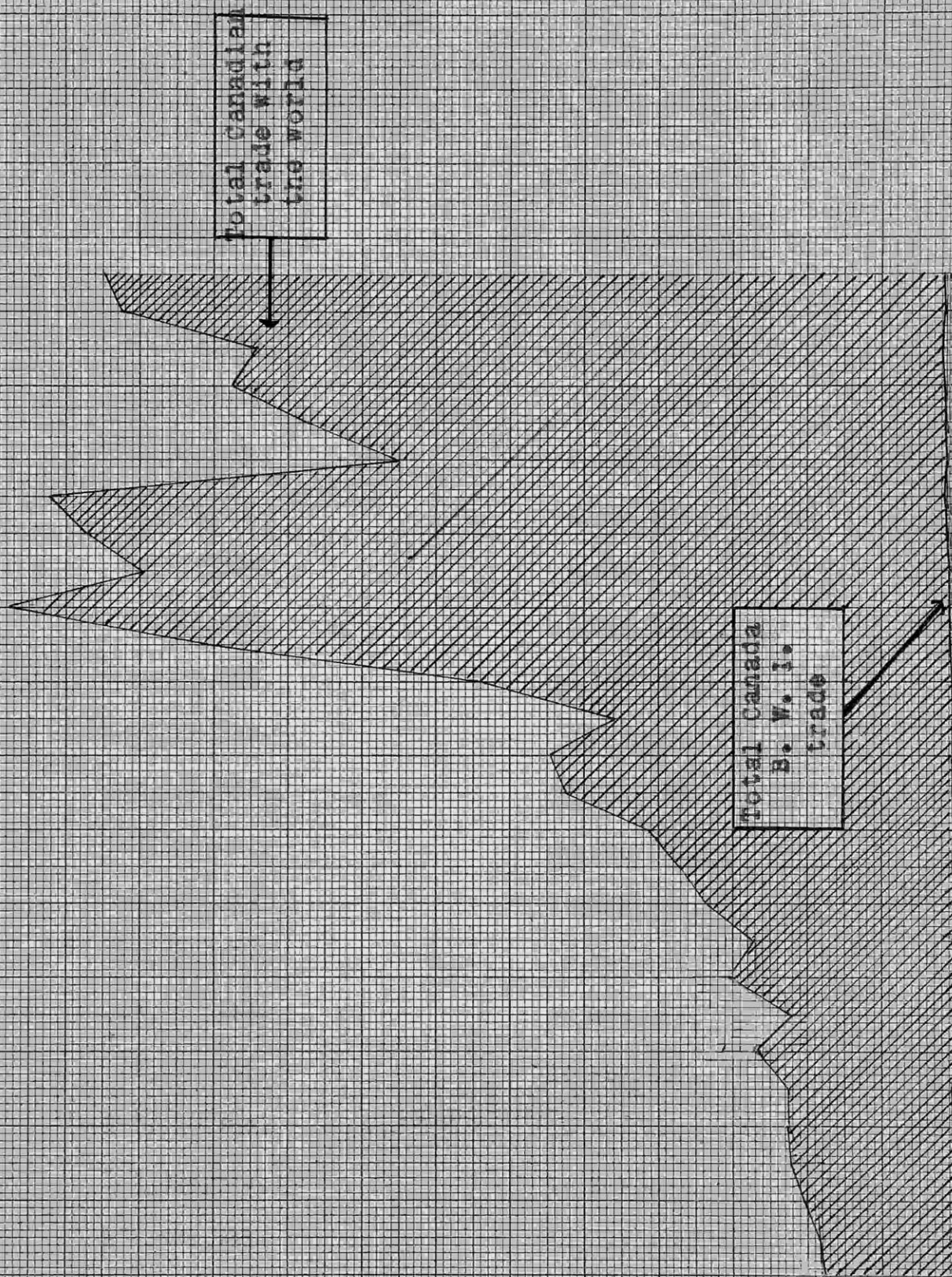
"APPENDIX "D" - Continued.

| <u>Year</u> | <u>Total Canadian Trade</u> | <u>Imports from B.W.I.</u> | <u>Exports to the B.W.I.</u> | <u>Total Trade with the B.W.I.</u> |
|-------------|---------------------------------|--------------------------------|----------------------------------|----------------------------------------|
| 1920 | \$ 2,351,186,832. | \$ 12,170,394. | \$ 12,118,296. | \$ 24,288,690. |
| 1921 | 2,450,587,001. | 14,910,705. | 14,554,217. | 29,464,922. |
| 1922 | 1,501,731,341. | 8,213,659. | 10,959,594. | 19,173,253. |
| 1923 | 1,747,875,081. | 12,519,095. | 10,611,217. | 23,130,312. |
| 1924 | 1,952,130,164. | 13,883,973. | 12,476,308. | 26,360,281. |
| 1925 | 1,878,294,180. | 14,957,552. | 12,580,583. | 27,538,135. |
| 1926 | 2,256,028,869. | 10,049,249. | 14,446,163. | 24,495,412. |
| 1927 | 2,298,465,647. | 13,970,718. | 14,808,624. | 28,779,342. |

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(APPENDIX " E ")

Hundred Millions of Dollars



APPENDIX "F"

BRITISH WEST INDIES.

| <u>Year</u> | <u>Total British West Indian Trade.</u> | <u>Total Trade with Canada.</u> |
|-------------|---------------------------------------------|---------------------------------|
| 1900 | \$ 63,752,900. | \$ 2,474,776. |
| 1901 | 64,089,524. | 3,096,284. |
| 1902 | 64,841,009. | 3,531,230. |
| 1903 | 58,953,156. | 3,957,608. |
| 1904 | 61,432,556. | 6,348,859. |
| 1905 | 71,551,081. | 7,888,914. |
| 1906 | 70,388,582. | 8,586,584. |
| 1907 | 86,259,563. | 4,850,890. |
| 1908 | 72,956,078. | 10,494,820. |
| 1909 | 74,192,129. | 10,290,074. |
| 1910 | 83,755,163. | 9,312,464. |
| 1911 | 103,138,615. | 11,335,355. |
| 1912 | 100,016,697. | 10,250,329. |
| 1913 | 81,049,329. | 10,346,946. |
| 1914 | 80,884,774. | 9,207,329. |
| 1915 | 85,181,272. | 10,878,026. |
| 1916 | 109,178,041. | 10,838,401. |
| 1917 | 117,023,364. | 19,999,630. |
| 1918 | 123,026,073. | 18,297,460. |
| 1919 | 168,220,881. | 19,856,488. |
| 1920 | 251,264,886. | 24,288,690. |
| 1921 | 143,566,280. | 29,464,922. |
| 1922 | 138,385,846. | 19,173,253. |

APPENDIX "F" - Continued.

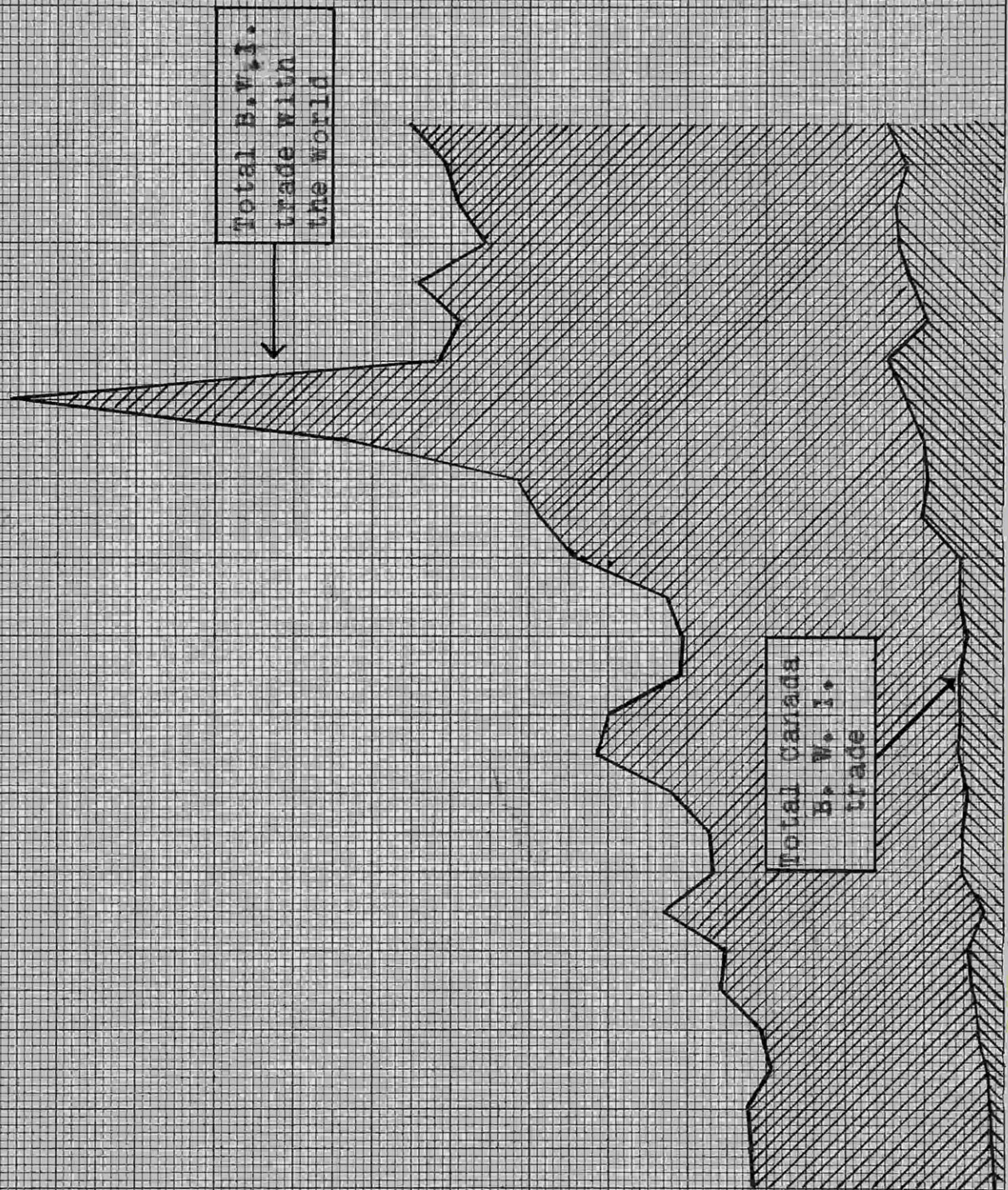
| <u>Year</u> | <u>Total British West Indian Trade.</u> | <u>Total Trade with Canada.</u> |
|-------------|---------------------------------------------|---------------------------------|
| 1923 | \$ 148,650,265. | \$ 23,130,312. |
| 1924 | 131,518,412. | 26,360,281. |
| 1925 | 138,399,795. | 27,538,135. |
| 1926 | 140,965,007. | 24,495,412. |
| 1927 | 150,394,497. | 28,779,342. |

- - - - -

IF SHEET IS READ THE OTHER WAY (VERTICALLY), THIS MUST BE LEFT-HAND SIDE.

(APPENDIX "G")

Millions of Dollars.



A P P E N D I X "H"

CANADA-WEST INDIES STEAMSHIP SERVICE.

| <u>Steamship Line Operating</u> | <u>Sailing From</u> | <u>Ports of Call</u> | <u>Frequency of Service</u> | <u>Accommodation</u> <u>Number and Name of Ships</u> |
|---------------------------------------------------------------|---------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>Canadian Government Merchant</u> <u>Marine Limited.</u> | Montreal (Summer) Halifax (Winter) | (1) Hamilton, Bermuda, Nassau, Bahamas, Kingston, Jamaica, Belize, British Honduras | Every 3 Weeks. | <u>2 Ships</u> - Can. Fisher Can. Forester Accommodation for 40 first-class passengers. |
| | | (2) St. Kitts, Antigua, Barbadoes, Trinidad and Demerara | Every 14 Days. | <u>3 Ships</u> - Can. Runner Can. Squatter Can. Otter |
| | | (3) Bermuda, St. Kitts, Nevis, Antigua, Montserrat, Fortnightly Dominica, St. Lucia, Bar- in each Dir- badoes, St. Vincent, Grenada, ection. Trinidad, (North & South Bound) | | <u>4 Ships</u> - Can. Volunteer Can. Skirmisher Can. Carrier Can. Pathfinder (The first and third are freighters but carry deck passengers between St. Kitts and islands south. The sec- ond and fourth have accom- modation for 56 first class 24 second class and 31 thi third class. |
| <u>Pickford & Black Line</u> | St. John and Halifax | (1) Bermuda, Windward Islands, Trinidad and Demerara. (2) Santiago, Chile and Jamaica. | Fortnightly Fortnightly | Freight only. No Passengers. |
| <u>Canadian Transport Co. Ltd.</u> | Vancouver | Vancouver to Trinidad direct, also to Bridgetown, Barbadoes, French W.I. and other ports in the West Indies as cargo offers. | | |
| | | | | Apparently mostly Tramp Steamers. |

A P P E N D I X "B"

CANADA WEST INDIES STEAMSHIP SERVICE (CONTINUED)

| <u>Steamship Line Operating</u> | <u>Sailing From</u> | <u>Ports of Call</u> | <u>Frequency of Service</u> | <u>Accommodations Number and Name of Ships.</u> |
|-------------------------------------|-------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|---------------------------------------------------------------------------------------------------------------|
| <u>Canadian National Steamships</u> | (1) Halifax (All Year) | (Bermuda, St. Kitts,))Nevis, Antigua, ((Montserrat, Dominica))St. Lucia, Barbados, ((St. Vincent, Grenada,))Trinidad, Tobago, and((British Guiana.) | Fortnightly | <u>3 Ships</u> R.M.S."Lady Nelson" " "Lady Hawkins" " "Lady Drake" carry both passengers & cargo. |
| | (2) Montreal (May to November) Halifax (Balance of Year) | (Bermuda))Bahamas ((Jamaica) | Fortnightly | <u>2 Ships</u> R.M.S."Lady Rodney" " "Lady Somerset" carry both passengers and cargo. |



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