

The Australian Meat Trade.

The following from the Vancouver morning paper will be interesting:—

"H. W. Berry, chief of the firm of Henry Berry & Co., wholesale grocers and general merchants, Adelaide, and J. Dolbridge, one of the managers, were among the Mlowera's passengers who have arrived in the city, and will stay a few days in the province before going farther east. Canned meats and fish are two of the important articles in which they trade, and their visit to Canada has to do with what advantages this country offers as a place where they can buy to advantage, but being here they will look up other lines of business in which profitable interchange of commodities can take place.

Speaking of canned salmon, Mr. Berry said his company had already imported largely from San Francisco and British Columbia, but they would prefer to deal with Canadian firms. With that object in view they have seen some of the leading canners here and have made arrangements for future shipments. The coast fisheries of Australia supply the fresh fish market pretty fully, but the varieties caught there are too soft in the flesh to be canned or otherwise preserved to advantage, and for that reason there will be a steady demand for the imported article of the firmer varieties. He is confident that the business done with Canada will constantly increase.

As to the frozen mutton trade, that should also increase, but the prime requisite is cold storage accommodation in either Vancouver or Victoria to make the supply last throughout from one ship to another. Better cold storage apartments would have to be provided on the steamers, the vessels now on the line having room for only the ship's stores properly. The Arawa, which has been chartered by James Huddard to take the next trip in place of the Mlowera, however, has room for 50,000 carcasses if necessary, and no doubt before long other vessels better fitted for the trade would be put on the line.

British Columbia Wants Tariff Reform.

Hons. Geo. E. Foster and A. R. Angus, Ministers of Finance and Agriculture respectively, arrived in Vancouver Saturday, October 28th, on their tour of investigation. Joint meetings of the boards of trade of Vancouver and Westminster had previously been held to discuss the tariff and upon his arrival the following joint address was presented to the Hon. Mr. Foster. A public mass meeting was addressed by them on Saturday evening, and they subsequently left for Nanaimo and Victoria. The boards of trade's address contained the following suggestions:—

"That the duty be taken off wheat, to encourage milling, and that the duty on flour be reduced to 50 cents per barrel, with a view to modifying the cost of living and inducing immigration; and that Indian corn be placed on the free list.

"That, with a view of stimulating an export trade with the Australian colonies an export rate equal to the import duty be allowed on all glass exported in the shape of doors, windows and other manufactured articles, and also manufactured articles of iron, and that the duty on pig iron be reduced from \$4 to \$1 per ton.

"Inasmuch as owing to our position we have to import all the bar, rod, plate iron and steel and cast iron and wrought pipe, without any visible sign of the establishment of that class of goods that the duties thereon be materially reduced.

"That the Government secure reciprocity in all natural products of the country as far as possible, especially in lumber, coal, slate, stone and fish.

"The boards wish to express their gratification at the action of the Dominion Government in sending one of its members to Australia, and trust that the Government will continue to make every effort toward a modification

of the tariff so as to promote the freest interchange of commodities between the Dominion of Canada and Australia.

"That in the opinion of the board the duty on mutton should be reduced to a rate equal to the duty on live sheep.

"That as the welfare of this province is largely dependent on its mines, we would recommend that the duty on mining machinery, not already on the free list, be reduced.

"That the duty on manufactured submarine cables for telegraph and telephone purposes be reduced to a sum equal to that on wire.

"That the duty on agricultural implements be reduced.

"That inasmuch as that British Columbia, from her position and circumstances, necessarily imports extensively for consumption, and bears a larger proportion of the tariff burdens per capita than any other province, a general reduction of the tariff would be to her advantage.

"Respecting matters other than those directly affected by the tariff we beg to bring to your notice the urgent necessity for the early construction of a trans-Pacific cable, which we understand is already under the consideration of your government.

"We would call your attention to the fact that a considerable sum is collected annually from vessels entering the port of Vancouver in the shape of hospital fees, while there is no marine hospital or port doctor provided for sick mariners at this port, the board would respectfully urge that the Government make provision in this respect as soon as possible.

"We would also call your attention to the insufficiency of the customs house staff in Vancouver, which is found a serious detriment to the prompt transaction of the business of the city.

"Owing to the different commercial laws at present existing in the various provinces of the Dominion, the question of commercial security is seriously affected, the collection of debts most expensive and unsatisfactory, and in view of the constantly increasing intercourse between the provinces, these boards are of the opinion that the immediate attention of the Government should be directed to the introduction of a bankruptcy law which shall be applicable for the whole Dominion."

In the evening an address was presented by the city council which contained the following significant sentences:—

"We hail with further satisfaction, the arrival of you, Sir, the Minister of Finance, who, we understand, have in view an object of even greater concern to us, the ultimate adaptation of the tariff to existing conditions and requirements. The peculiar conditions in this province in relation to its import and export trade make this question one of paramount importance. Our pleasure, therefore, in welcoming you, sir, is the greater knowing the nature of your mission and we trust your investigations will succeed in disclosing the data necessary for a wise and satisfactory adjustment of the tariff, so far as the interests of this province, and the Dominion at large, are concerned."

There is no other conclusion to be drawn from these addresses, conceived in friendly spirit, than that British Columbia is in favor of large and a substantial measure of tariff reform.

Freight Rates and Traffic Matters.

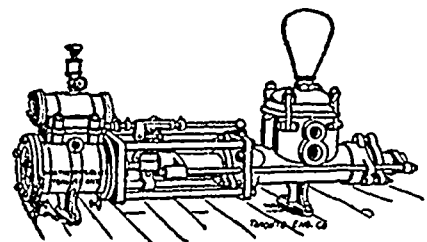
The Montreal Trade Bulletin of Oct. 27, says: "The market for ocean grain freights is about steady, although there is not much new business to report. In fact, there is a noticeable absence of the usual activity that sets in at this period. Liverpool rates are steady at 2s 3d to 2s 6d, London at 2s 6d to 2s 9d, Bristol 2s 6d and Glasgow 2s. To the continent, engagements are reported at 2s 6d to 2s 9d. Sack flour has been taken at 10s Glasgow, 11s 3d Liverpool, and 12s 6d London. Provisions are dull at 12s 6d to 15s. Some large engagements of cheese have been made to London and Bristol, and we quote 25s to Liverpool, London and

Glasgow and 30s Bristol. A number of engagements of apples have been made at 3s Glasgow and London, and 2s 6d Liverpool. Hay is quoted 40s Liverpool and 50s London. In lake and river freights, grain from Chicago to Buffalo is quoted at 2½c wheat, and 2c corn; from Buffalo to New York 5½c wheat, and 4½c corn; from Chicago to Kingston 3½c wheat, and 3c corn; from Kingston to Montreal 2½c wheat, and 2½c corn."

The Chicago Daily Trade Bulletin of Oct. 28th says: "Business was slow as the railroads have so much passenger traffic that they were unable to handle the freight. Rates were steady at 25c per 100 lbs for flour and grain and 30c for provisions to New York. Through rates to Liverpool were very dull, but ocean room steady. The rate on flour was 25½ to 27.60c per 100 lbs. Wheat 15.10c and corn 14½c per bushel. Provisions 41 to 44.60c per 100 lbs. Through rates by lake and rail to New England points were steady, 10c on corn and 6½c on oats. Through rates to New York by lake and rail were easy at 8½c on wheat, and 7½c on corn, and to Philadelphia 7½c on wheat, and 7½c on corn. Lake room was in good supply and rates declined ½ to 2c for wheat and 1½c for corn to Buffalo, 3½c for corn to Kingston, and 1½c for corn to Port Huron.

A salmon weighing eighty-two pounds, jacketed in ice, says a Chicago exchange, will be exhibited at the World's Fair by a firm of Columbia river cannery men. The fish is said to be the largest and finest specimen of its kind ever taken from the Columbia river. Our British Columbia exchanges, a short time ago, reported the taking of an 84½ pound salmon, by Port & Winch, of Vancouver. Perhaps the big British Columbia fish has found its way to Chicago as a product of Columbia river.

Supt. Jenkins, of the Canadian Pacific railway company's telegraphs has just returned from a trip to the end of his division, made in his motor inspection car. Mr. Jenkins states that the system is in first class shape for the winter. The system along the new Soo route is now in working order, and good progress is being made in the stringing of the heavy wires between Winnipeg and Port Arthur for a direct connection from Winnipeg with Minneapolis and all points south.



Outside Plunger Boiler Feed Pump.

STEAM PUMPS

—FOR—

ALL PURPOSES.

Northey Mfg. Co., Ltd.

TORONTO, ONTARIO.

Sole agents for Manitoba and Northwest Territories, The Watrous Engine Works Co., Ltd., Winnipeg.

KIRKPATRICK & COOKSON

Established 1880,

MONTREAL,

Commission Merchants,

Flour, Grain, Butter, &c.

Advances made on Consignments to British or Continental markets