

Oranges from \$1.40 to \$2 per box, the box being, however, smaller than the California packages. This is considered a decided advantage in preserving the fruit. In the large boxes heating takes place and the weight of the fruit itself causes it to rot. Lemons brought from \$1.60 to \$2.50. They are superior to anything in the market this season, even the Sicillies. One thing may be said about the packing that, while the boxes are a better size, they could with advantage be much neater and a little more uniform. One thing which always helps to sell American fruit is the neat packages and the artistic packing. Apples brought from \$2 to \$2.50 per box and were in good demand. Bananas sold at from \$2 to \$2.50 per bunch; pineapples \$3 to \$5 per dozen; butter, which was of excellent quality, at 28c; melons at \$4 to \$5.50 per dozen; mutton was in great demand and sold about the market price for the American carcasses. There was also a consignment of wine. The wine industry in Australia has increased very much of late years and is pronounced of excellent quality. Mr. Ward, the ship's representative, said if he had been aware of the scarcity of potatoes he could have supplied the market at competing prices. In regard to frozen mutton, he offered to place it free on board the ship at 2½c per pound, which, with a freight rate of 3 or 4c per pound, and a duty of 3c, would enable the mutton to be sold in competition in British Columbia. The quality of the six carcasses brought by the first ship was everything that could be desired. Of course, as was remarked last week, the prices realized on the trial shipments referred to are hardly a fair criterion. These must be established by regular shipments in competition with other goods in the same line. In regard to pineapples and bananas, these can certainly be delivered and sold cheaper coming direct than by being bought second handed in San Francisco.

On her outward trip the *Miowera* carried 20 passengers and 500 bbls of lime from Roche Harbor for Honolulu, 4,000 bundles of laths from the Hastings Sawmill, and 10,000 pounds of fresh fish from Fader Bros., Vancouver, for Sydney, 1,000 pounds of fresh salmon from M. Mouat, Westminster; 14 bbls of pitch, 20 kits of oolachans, 4,260 bundles of shingles, 843 fruit crates, and 3 bbls of pork from Vancouver, principally for Sydney, and a quantity of freight from Victoria.

As the *Miowera* only stayed a few days in port there was little time to make ready any large quantity of goods.

It is unfortunate that, owing to the depression in Australia, there is little construction work going on. Otherwise British Columbia would be prepared to ship largely in building materials, of which the following are the principal: lumber, sashes and doors, shingles, slate, fire brick, lime, portland cement, drain sewer pipe, terra cotta ware, marbles and building stone. British Columbia can also export fresh fish, canned salmon, canned fruits, candies, sugar, lubricating oils (dog-fish), hops, pickles, relishes, sauces, etc., chemicals, and perhaps one or two other products.

As shown elsewhere, in the list of exports from the United States to Australia, Canada as a whole can send agricultural implements, cot-

ton goods, woolen manufactures, hardware, dry goods, clothing, whiskey, lager beer, flour, boots and shoes, canned goods, leather, binder twine, furniture, paper, wagons and carriages, dried fruits, rubber goods, confectionery, paints, and many other things in which she can successfully compete. It largely depends upon the rate which manufacturers can secure from the Canadian Pacific Railway on through shipments; but there is every reason to believe that that railway will do everything in its power to foster the trade with the Australian colonies. Canada now does a considerable trade with Australia through New York and London, and if favorable rates can be obtained there is no reason why it should not all be done by the new line of steamers direct. The Canadian woolen manufacturers, for instance, require a lot of the Australian fine wools, which they obtain through indirect sources, to mix with the coarser Canadian wools. This should all be imported via Vancouver. The Massey-Harriss Co. sell about 1,000 of their machines annually in Australia. If possible these should be shipped over the C. P. R. this way. It is not only a question of developing a trade, but of diverting what already exists. At present Eastern manufacturers have competing rates to the seaboard at New York, from which point they can get sailing rates. It remains to effect this as far as possible by rates to the Pacific, but whether or not it can be successfully accomplished is for carrying corporations to decide. Time and a regular schedule of sailings would be to some extent compensating advantages in favor of the new route.

The *Miowera* is a steel single-screw three-masted schooner-rigged steamship of 3,345 tons measurement, and 5,000 tons dead weight capacity, with a speed on trial of 17 knots. She is built on what is known as the three-deck grade, and the strength of the vessel generally is far in excess of Lloyd's and the Board of Trade rules. She is lighted throughout by electricity, and carries a second engine, in case of the failure of the first, which supplies the installation, while there is a complete system of electric bells all over the ship. Her dimensions are:—Length between perpendiculars, 340 feet; length over all, 360 feet; breadth of beam, 42 feet; depth of hold, 28 feet. She is fitted with engines of 4,700 horse power. All the arrangements for the discharge of cargo are on the latest principle, the steam winches, etc., being so arranged that the cargo can be taken in or put out almost noiselessly. The saloon is 50 feet in length, and its breadth extends the whole width of the ship, and is handsomely fitted up with carved oak panels, in polished frames, in maple and walnut woods. The berthing accommodation consists of some 50 state-rooms, handsomely fitted. The second cabin accommodation is designed to carry over 100 passengers. She is fitted up with cold storage compartments. Her sister ship, the *Warimoo*, has sailed for British Columbia, and will be here about the first week in July.

Mr. F. W. Ward, the representative of the owners, is in Vancouver, and will be until the *Warimoo* arrives, and any information concerning the steamship line or Australian trade will undoubtedly be cheerfully given by the gentleman in question. As intimated last

week, any communication addressed to THE COMMERCIAL office will be given every attention, and placed in the proper hands to be replied to fully and accurately.

ABANDONING COMMERCIAL UNION.

The Liberal party of Canada, in convention assembled at Ottawa last week, condemned the protective tariff and declared in favor of duties for revenue only. Regarding trade with the United States, the resolution declared on'y in favor of a fair and liberal reciprocity treaty. Nothing was said about commercial union or unrestricted reciprocity, and evidently the party is coming to its senses and returning to a sound policy. The Liberal party of Canada has intense reason to regret its abandonment of a rational fiscal policy, which it did when it adopted the unrestricted reciprocity or commercial union folly, because certain party leaders believed it would prove a popular party move, and had influence enough to pull the party with them. This abandonment of principle and sound policy, to take up a plan of campaign which it was expected would prove a popular card, will long be remembered to the shame of the Liberal party, and to the intense disgust of many true Liberals, who were sound on the trade question. The party has now wisely acknowledged its error and is retracing its steps, but the sting of regret for its late false and disastrous move cannot soon cease to be felt.

Exports of Flour and Wheat.

The exports of wheat and flour in wheat (reckoning 4½ bus. wheat to a barrel of flour) from all United States ports as reported by the Chief of the Bureau of Statistics of the Treasury Department monthly for four years were as follows:—

MONTHS.	1893.	1892.	1891.	1890.
January.....	14,046,408	20,182,534	9,165,683	7,997,351
February....	13,248,800	15,255,824	7,791,615	9,376,763
March.....	13,018,827	15,025,052	10,596,208	10,077,654
April.....	12,210,494	14,365,146	10,872,949	9,914,615
May.....	14,342,490	16,142,032	10,240,119	8,884,636
June.....	14,928,274	10,422,770	6,857,143	
July.....	13,720,154	13,694,899	7,892,532	
August.....	19,533,231	26,260,682	9,428,115	
September..	17,068,491	25,797,085	5,418,085	
October.....	20,687,530	19,610,046	7,571,682	
November.....	17,847,112	20,705,320	7,177,911	
December.....	17,423,500	23,089,363	9,613,712	

There is a change of management in the business of R. G. Dun & Company, Winnipeg. W. E. W. Matthews has resigned and Mr. James Scroggie, who has for some years past held an important place in the Toronto office, succeeds him.

R. T. Moffridge, representing Henry Smith, wholesale fancy goods, etc., Toronto, is on his way west in the interest of his firm. Mr. Moffridge is an old and well known traveller in the east, but is a new man in the western field. THE COMMERCIAL therefore has pleasure in introducing him to the western trade.

The steamer *Miowera* of the Canada-Australia line sailed from Vancouver Wednesday for Sydney via Honolulu and Brisbane. She had fifteen passengers, and over 400 tons of cargo, chiefly lumber, shingles, laths, pitch and lime. She also took nine sacks of mail. Her cold storage was filled with salmon, halibut and other fish. Previous to departure the captain and officers entertained the leading citizens to luncheon on board, at which the greatest enthusiasm as to the success of the line prevailed. The mail brought by the *Miowera* was delivered here last Friday, whereas that brought by the *Alameda* did not reach here till Monday, although the latter vessel left Sydney first.