

I notice in your columns that there seems to be some difficulty between the Canadian producer of hogs and the packer of pork. An effort has been made here to ship frozen pork to England and Scotland. The experiment was in a measure successful, but it was shown that the trade required chilled pork and not frozen, and that for the chilled pork there could be found a large market and good prices. It is impossible to ship chilled meat from Australia, but it may be possible to do it from Canada, for a considerable portion of the year, and if so it would furnish an additional outlet for the Canadian pig breeder.

A number of Australians will visit Canada this summer. Amongst those leaving by the April steamer are Sir Norman McLaurin, the late president and a present director, and Mr. Russell French, the general manager of the Bank of New South Wales. This is the largest Australian bank, and the presence of these gentlemen might be taken advantage of to discuss the drawing of drafts and some other banking matters in which both countries are interested.

Australia is taking advantage of the Chinese boycott of United States goods, to introduce Australian products. It is reported that some of those interested in the trade found that United States flour sent to China, Japan and the East contained a considerable percentage of corn-meal, which adulteration enabled them to sell cheaper than the producer of pure flour.

Mr. Reynolds, the general manager of the Pacific Cable, is in Australia, with a view of doing what should have been done as soon as the concessions had been made to the Eastern Extension Co.—opening up branches in the cities, independent of Government Telegraph Departments. He has as yet done nothing, for he is waiting the decision of the Eastern Extension Co. as to whether it will accept the agreement tendered to it by the Commonwealth Government, which it very much dislikes to do.

The latest estimates make the population of Australia 4,052,570, and that of New Zealand 882,457, making the total Australasian population nearly five millions. This shows a gain of 287,555 in the population of Australia and 111,777 for New Zealand in five years and, further, a gain of 3,114 of immigrants over emigrants for Australia, and 43,044 for New Zealand. This gain of immigrants in Australia is confined to New South Wales and West Australia, the other States showing a greater emigration than immigration. As stated, these figures are estimated, and it is somewhat doubtful if the Commonwealth has really gained anything by immigration for the last five years. The better condition of the country is lessening the number of emigrants, but still there is a flow of young men towards Canada, some of them having some means and others being mechanics and students of technical colleges who, finding little hope of employment, are leaving the country and going to Eastern Canada by the way of England. Very cheap rates can be obtained to London and very cheap rates from London to Canada, making the total considerably less than if they went by steamer to Vancouver and by rail across the continent.

The scheme of the new line of steamers from Vancouver to New Zealand appears not yet to have been fully worked out. Two steamers, the "Bucentaur" and "Afrikander" are to compose the line. One of them is a little over, and the other a little under 2,000 tons net. They are to touch at six New Zealand ports in all, but only at three of them each trip, and Melbourne and Sydney in Australia. The "Bucentaur" is on her way here from Africa. Already growls are heard in New Zealand because the steamers are so small for the subsidy given and from the fact that they will only touch at the ports once in four months, which would do in the golden days when men laid in six months' supplies, but will not do in these days when merchants stock from hand to mouth. All lines have to have a beginning and this one is no exception. If unsatisfactory now it may grow to greater proportions. This will depend upon the transcontinental rates. The railways are giving just now very low rates, and if they can continue to do this there is some hope for the line, but if they jump up to normal rates there can be no future for it.

The returns show that Melbourne is gaining as an Australasian trade centre upon Sydney. Prior to the introduc-

tion of the Commonwealth tariff, Sydney had practically no tariff and Melbourne a heavy protectionist one. Sydney was, therefore, a cheaper point at which to carry stocks than Melbourne. Upon the passage of the Commonwealth tariff this difference was wiped out and the cities were placed upon equal terms. Melbourne is the headquarters of some of the largest distributing houses of Australia and Sydney has branches of these establishments. It is but natural that the head offices should do a larger business when upon even terms. Whether this will continue will depend upon the activity of the Sydney people. The conditions are favorable for Sydney's future, but Melbourne enterprise may be an offset to this. With the lower Commonwealth tariff the Melbourne business man sought vigorously for agencies for goods which the high Victorian tariff had debarred them from touching. On the other hand the Sydney man was depressed by the duties on imported goods of which he had, hitherto, no experience. So far as Canadian exports are concerned the Southern States are more inclined to take them than the Northern. Victoria, of all the Australian States, is more akin to America than any other, and hence more inclined to buy the goods of the type produced in Canada. This is seen in numerous instances. In New South Wales and Queensland two-wheeled vehicles are the rule and four-wheeled the exception, whereas in Melbourne and Adelaide, with streets better suited to them, four-wheeled vehicles are much more general. Melbourne, too, is the great Canadian centre of Australia. It is the head office of the Massey-Harris Co. and of the International Harvester Co., and it has a number of Canadians who have pushed Canadian goods. The Australian returns of trade for last year are not to hand, but they will, no doubt, show a general decrease in imports from Canada, though they should show an increase in imports into the Southern States of the Commonwealth.

Without first having obtained the consent of that lordly body—the English shipping ring—the New Zealand Government secured a line of steamers to run to the west coast of England. The ring could not prevent the steamers getting cargoes in New Zealand, but it boycotted them in England and had sufficient power to prevent them from getting return cargoes. The same ring has been carrying United States and German goods to New Zealand at a less rate than is charged upon British goods. These two things have aroused the ire of the strenuous New Zealand Premier, and he has announced that if this injustice is continued he will use the New Zealand surplus to put on a line of steamers that will smash the ring, and if it cannot be done in any other way the State will buy the steamers and run them itself. There is no doubt he means business. Canada, on examination I fancy, will find that its trade is hampered by that same ring. Just now the freight rates via the C. P. R. and steamers from Vancouver are very low, as they have been for some time, and the ring have put up freights via New York, so that Canadian exporters will find it to their advantage, unless the rates have changed, to ship by the All Red route.

F. W.

Sydney, New South Wales, 18th March, 1906.

#### SAINT JOHN BOARD OF TRADE.

In giving a resume of proceedings of the Saint John Board of Trade the other day we omitted to append a list of the officers and council, as had been our intention. We now supply this omission. List of officers:—

President, H. B. Schofield.

Vice-president, John H. McRobbie.

Secretary-Treasurer, W. E. Anderson.

Members of the Council—H. B. Schofield, president; John H. McRobbie, vice-president; D. J. McLaughlin, T. H. Estabrooks, W. H. Thorne, W. M. Jarvis, W. S. Fisher, Jos. A. Likely, Geo. E. Barbour, John Sealy, W. F. Hatheway, J. Hunter White, G. Fred Fisher, E. L. Rising, Geo. Robertson, W. E. Foster, S. Schofield, John E. Irvine.

Board of Arbitration—George McKean, Joseph Bullock, W. S. Fisher, Andrew Malcolm, S. S. Hall, James F. Robertson.