

duced price over the original agreement. Several weeks ago a Goderich firm sent a car load of apples to a merchant in Minnesota, and received a notice of the kind we have described. Suspecting that something was wrong one of the firm left at once for the place of consignment and found the fruit in excellent condition. It was sold, we are pleased to know, at a remunerative price. The only regrettable thing about this transaction is that we have yet to learn that action was taken in the Courts against the dishonest dealer. In selling fruit in large quantities merchants would do well to guard themselves against this practice in making a contract.

The Elder-Dempster steamship line between Montreal and Bristol is making a special effort to encourage the fruit trade. The vessels on their line were originally fitted up for the purpose of carrying tomatoes and bananas to Great Britain, and should be well adapted for this trade. That something is being done to advertise Canadian fruit in Great Britain will be seen from the following paragraph: The Bristol Daily Press, of Sept. 26th, says: "We have received from the Hon. S. A. Fisher and Prof. Jas. Robinson, of the Department of Agriculture, Ottawa, Canada (per Elder, Dempster & Co.), some samples of Canadian fruit. These boxes indicate what possibilities there are in the Canadian fruit trade, which Elder, Dempster & Co.'s line is opening out. The samples consist of peaches and pears in splendid condition, showing that the voyage across the Atlantic does not deteriorate the quality of the most delicate of ripe fruit. That there is a great future for this trade is evident."

MORE ABOUT NEW ZEALAND.

A short time since, when writing on the subject of trade with New Zealand, we mentioned that a merchant from one of the cities of that Colony was on his way to Montreal and Toronto, with the object of stimulating trade between Canada and New Zealand. That gentleman has come and gone; he was Mr. Yerex, of Wellington, a Canadian born, who has resided in New Zealand for a dozen years. During that time he has been principally engaged in selling American, British and German goods, and it occurred to him, now that he had a chance by being on the spot, to try and induce Canadian exporters to enter the lists with the other nations mentioned. He tells us that after interviews with various manufacturers in Waterloo County, in Hamilton, Peterboro, and Toronto, he has made arrangements which he feels confident will result in a trade next year.

This week a trade commissioner of the New Zealand Government, Mr. John Holmes, reached Montreal, having left home at the close of July. His errand is to let foreign countries know the capabilities of the Colony, and incidentally to see where foreign trade can be cultivated to advantage. He reports that New Zealand's chief exports consist of wool and frozen meat, the annual value about \$50,000,000, while her imports, consisting of agricultural machinery, hardware, clothing and boots and shoes, reach somewhere near \$45,000,000. It is interesting to remember that Mr. Holmes is authorized by the Government of the Colony to offer a bonus of \$10,000, for a perfected process of preparing the New Zealand hemp. The successful competitor will also have royalty rights, and as the output for 1890 was 22,000

tons, this is not an inconsiderable item. The Maoris, or natives, are very successful cultivators of hemp.

We have been told already that the New Zealanders are a generally well-to-do, comfortable people, who are likely to become good customers. The following extract from the address of Mr. Denniston, president of the Dunedin Chamber of Commerce, shows the stuff these people are made of. Thus: "Glancing at the exports of the Colony for 1896, we find them to stand at £9,321,105, an increase over 1895 of £770,881. I find from the census tables of last year that the male inhabitants of New Zealand engaged in industrial, agricultural, and mining pursuits—and these, I take it, are all who are engaged in raising this wealth—number 187,944; and is it not a remarkable tribute to the productiveness of this small country that this handful of men is able to raise sufficient not only to feed our population of 750,000 people, but to export goods to the value I have mentioned, equal to almost £50 per head per producer and £12 10s. per head, man, woman and child in the Colony?"

Wellington is the principal shipping port of New Zealand. The C. P. R. steamer plies there. Two English lines of steamers, the Shaw, Sabill and Albion Co., and the New Zealand Shipping Co., Ltd., also arrive at that port. Formerly, shipments were made by sailing vessel, but since the advent of the C. P. R. steamers the American and British shipping companies have awakened to the importance of steam communication. Of the lines of New York steamers plying to New Zealand one is the Holder Line, a combination of companies for this purpose, which delivers according to circumstances of convenience, at Dunedin, Christchurch, Wellington or Auckland, perhaps first to Dunedin in the south, going on then to Christchurch; or else beginning to unload at Wellington, which is the most central port for distribution to various parts of New Zealand, which is, say roughly, 1,000 miles in length by an average of 200 miles in width, the population being 700,000.

Rates of freight are a weighty consideration in a trade at so great a distance, and it is of immediate interest to know that competition has made these very low. Whereas the rates by sailing vessel were accustomed to be as high as 24 cents per cubic foot the present rate by steamer is only 12 cents. This, however, can hardly be expected to continue. The price of freight per C. P. R. steamer from Vancouver is, we understand, \$17.50 per ton.

BRITISH COLUMBIA GOLD.

A correspondent in Cincinnati, a former Canadian, writes the editor of this journal to learn something definite as to the mines of British Columbia, their character, their success and the prices their shares command. He adds: "Some of our people here don't seem to want to believe we Canucks have got any gold up there; they are so determined to think of Canada as a poor country. I would like to be able to show them some realized results. Maybe they will believe it if you give me figures showing what people are paying for stock."

We may best answer perhaps by quoting from the October issue of The British Columbia Mining Record. Up to end of August, according to that journal, dividends had been paid by fourteen mines as follows: War Eagle (new company), \$90,000; Trail Creek District—Le Roi, \$825,000; War Eagle (old company), \$217,000. Camp McKinney—Cariboo, \$221,000. Nelson District—Hall Mines, £26,750; Fern, \$10,000. Slocan District—Payne, about \$1,000,000; Slocan Star, \$400,000; Reco, \$287,000; Idaho, \$240,000; Whitewater, \$154,000; Rambler—Cariboo, \$40,000; Last Chance, \$40,000; Two Friends, \$6,000.