

Articles.	Price.
Soap (yellow).....per bar	12c.
Soups.....per tin	32c.
Starch.....per pound	10c.
Tinned fruits.....per tin	42c.
Tinned tongues.....per pound	18c.
Tinned ham.....per tin	48c.
Tinned chicken.....	32c.
Tinned tongues.....per pound	22c.
Tomatoes.....per tin (3 pounds)	30c.

The imports of wheat and wheat flour into all ports of South Africa during the year 1897, with the exception of Lourenco Marquez, were as follows:

Description.	Total Imports.	From United States.
Wheat.....	192,705,757 lbs	183,240,201 lbs.
Flour.....	51,474,873 "	33,575,058 "

The United States has, as can be seen, the great bulk of the trade. Flour is received in bags weighing 200 pounds, or in barrels weighing 196 pounds—the former preferred. The quantity of flour consumed by the white population is the same per capita as in any ordinary community in America. The natives consume but little flour, corn being their principal food of cereal nature.

Most of the flour is made from wheat imported from the United States. There are about fifty mills in South Africa, with an average capacity of fifty barrels per day when in operation. The shipments from the United States have chiefly been via New York and San Francisco. Flour is worth to the consumer five cents per pound; corn meal, three cents per pound; bread, per loaf of four pounds, twenty-four cents. With wheat at a less price, the demand would be larger and imports greater.

Preference is given by the millers to numbers one and two hard wheat. They do not mix wheat as do our millers.

England buys our wheat and converts it into flour for this market. Why should we not send this flour direct? If our wheat with glucose (flourine) will not sell.

There is no stock of wheat in the open market, all going to the mills, and the supplies of American wheat to arrive are at a very high price. Quotations for California wheat in quantity are \$7 per sack of 200 pounds.

The duty on wheat is twenty-four cents per 100 pounds, and on flour, \$1.25 per 100 pounds. Imports of wheat and corn into South Africa decreased in 1897; flour increased \$283,459.50.

The imports of eggs for 1897 through all the ports of South Africa, with the exception of Lourenco Marquez, amounted to 2,650,273, of which the United States furnished 252,468. Eggs sell in Cape Town at eighty-four cents per dozen, and at higher rates in other parts of South Africa.

The rinderpest, so fatal to the cattle of that country, was supplemented during the past year by diseases among domestic fowls; hence, the scarcity and high price of eggs. The fast mail steamers from England bring eggs from Maderia on each trip south. Packed in baskets filled with salt, they arrive fresh. It must be understood that not until steamers with cooling chambers are employed, can this trade be captured. If Australia can send eggs to South Africa, a voyage of thirty-one days, Canada can surely do the same. Eggs must be what is known as "candle-ested" and packed in clean boxes, with cardboard fillers that have not come into contact with bad eggs or sawdust. A layer of clean straw between each filler would be desirable. Varnishing the eggs has proved the best preservative, but the varnish is at times affected by the damp of the vessel. If requested by buyers, a sample case should be submitted, forwarded by way of fast steamers to England, and then by fast steamer to Cape Town, in the cooling chambers.

Owing to the excessive cost to the consumer, the consumption is small. At half the price, or forty cents per dozen, the sales would be more than trebled. The duty on eggs is ten per cent. Quite a number of crystallized eggs are imported from the United States for pastry, worth \$1.08

per pound in United States; this pound being equal to fifty fresh eggs.

The imports of butter into South Africa for the year 1897, with the exception of the port of Lourenco Marquez, were 4,146,320 pounds, of which about 9,000 pounds came from the United States.

Butter from America has been colored a too deep yellow, has not been sufficiently worked to extract the milk and water, and has not been packed properly. Both Danish and American butter cross the Equator, but the former, imported principally in tin boxes, will arrive sweeter and retain its flavor longer.

Recently Australian butter has found a ready market, owing to its color and purity, and large quantities are imported. Steamers on their way from Australia to England, where they also deliver butter, can perhaps afford to lessen freight rates. A choice article, for very long distances, is put up in a square glass box holding one or two pounds; around this box is a layer of asbestos, possibly mixed with plaster, which makes the package impervious to heat or dampness.

This butter sells at fifty to sixty cents per pound; while the butter in fifty-six pound boxes sells, after paying the duty of six cents per pound and the freight of two cents per pound, at thirty to forty cents per pound wholesale,—this for the choicest quality. The wooden box is first lined with cheese cloth, then with oiled paper, and the butter is packed tight. The box is fastened closely, with wire around each end.

There is no reason why Canada should not have a share of this large trade, if the butter is properly prepared, colored a pale yellow (if at all), and shipped in steamers fitted with cooling chambers. Australia is thirty-one days by steamer and New York is about the same, and yet steamers from Australia bring butter, beef, and mutton to South Africa, and continue to England, a distance of 7,000 miles from Cape Town, with the route crossing the Equator.

In connection with the importation of butter, eggs, meat, and other perishable products, the local cold-storage facilities should be mentioned. Up to the present, such facilities have been controlled by one company, which owns all the cold-storage plants and refrigerator cars in South Africa, and consequently has been able to control the sale of these products. If Canadian producers can deliver such products as cheaply as other countries, this company would be their best customer. A company is being organized for the erection of a large cold-storage plant in Cape Town, and the Government of the South African Republic has signed a similar contract. Manufacturers of refrigerator and cold-storage plants should take notice.

The imports of lard into Cape Colony and Natal for 1896 and 1897 were:

Year.	Total Imports.	From United States.
1896.....	\$53,950.64	\$45,295.20
1897.....	92,636.46	72,436.98

The United Kingdom sent the bulk of the remainder, and it is presumed that some portion of those shipment came originally from the United States.

The bulk of the lard from the United States usually comes in tin boxes of from two to twenty pounds in weight, and is worth to the consumer twenty cents per pound. The substitute known as cottolene, would find a ready market, provided it could sell at a price slightly lower than that of lard. The duty on lard is four cents per pound.

Ale and beer were imported into ports of Cape Colony and Natal in 1897 to the amount of 1,312,486 gallons, valued at \$767,967.48. Through the same ports, in transit to other countries in the interior, there were sent 54,141 gallons, valued at \$44,716.86. Of the imports consumed in Cape Colony and Natal, the United States furnished 64,844 gallons. Of the imports in transit, the United States supplied 28,796 gallons. The English stand first, the Germans second, and United States exporters third. A large amount of beer is made in South Africa, there being about twelve breweries; but it is principally sold to the native trade.