TRADE PROSPECTS.

Views of Leading Australian Authorities on the Future of Trade With Canada.

What Products Can Be Advantageously Exchanged—Trade Delegation From Canada Advocated.

(From the COLONIST'S Special Correspondent.)

SYDNEY, N.S.W., July 18.—"Everything considered, the opening prospects of this new outlet of trade are sufficiently promising, and when the communities at the Canadian and Australian ends of the service come to know each other's wants, and have time to look around and see to what extent they can supply each other's requirements, the interchange of commodities will, from present indications, develop considerable proportions."

The foregoing is from a leading article in the Sydney Morning Herald, one of the best informed and most influential newspapers in the Australian colonies, and a recognised authority on all matters relating to trade and commerce. The quotation is from an article published only a few days ago, after the subject had been well canvassed in the press and in commercial circles generally, in the light of the experience gained and possibilities suggested by the initial trip of the Miowera, and a reassuring cable message sent to Sir George Dibbs, Premier of New South Wales, from Mr. F. Ward, travelling in Canada as the representative of the new line of steamers. It confirms the opinion I have formed as the result of interviews with leading business men of Sydney, in my capacity as a representative of the COLONIST, sent to obtain such information as when published in Canada would help in opening up the expected trade. My reception has been exceedingly cordial, and while little indeed is known here of Canada and the Canadians, the general feeling is that this is a condition of affairs which should be speedily changed, and that the result of such a change would be mutually profitable.

It is evident that the initiative and the leading part throughout must be taken by Canada. This is a conservative community which, having prospered to a rare degree through its commercial connections with the great centres of the old world, will not be concerned about altering the channels of its trade until the profits to result are shown beyond doubt. If Canadian goods are to be sold in Australia, the business will have to be pushed solely by Canadian effort; and if Australian products are in return to go to the Dominion, the burden of finding and maintaining the market will also have to be borne by the Canadian merchants. This fact, being known, implies no disadvantage to Canada; and on the other hand Australia has the credit of supplying the steamship line which, by giving pleasant, direct and rapid communication, has made the new trade possible.

The Herald takes a reasonable view of the situation, recognizing that the trade between the two countries, necessarily limited at the outset, is likely to have satisfactory developments. It says: "It is not in the nature of things that a very large immediate trade can herald the advent of the new communication with Australia. Even the steam connection made by the enterprise of the Canadian Pacific Company with Japan and China was not signalled by startling results at its inception. It was the day of small things in the Oriental trade, as it now is with the Australian. It is true that Australia, with its limited population of four millions or so, does not compare numerically with the teeming populations that surround the Oriental termini, but the difference in character, in enterprise and in trading requirements presents features that tell in commerce more than numbers.

"Some discouragement has been taken from the fact that to an extent the Dominion is a producer of the same kinds of goods as those that are produced in Australia; but the same can be said of the United States, and yet in one way and another we have managed to work up a respectable amount of interchange. In the past few years the Republic has been exporting to Australia as much as thirteen million dollars' worth of goods a year, while Canada has been sending us little beyond half a million's worth. On the other hand the United States has been taking from us six and a quarter millions' worth a year, while Canada has been taking virtually nothing at all. In this circumstance alone, we see the prospect of a development of trade from direct communication being formed, for if Canada did little business with us in the past, it was mainly because she could reach us only by a roundabout way.

"There is hardly an article of export which the United States has been in the habit of sending us, that Canada cannot produce as well, and export at least as cheaply. Taking the principle items in the American trade, we find that the fact of our being producers of similar things, has not prevented the interchange of goods, and there is no greater reason for its doing so in relation to Canada. Timber of all kinds constitutes our largest item of import from the States, amounting in value to $3,000,000 or $4,000,000 a year. Canada needs not to take second place to the States or any other country in the output of lumber. Kerosene oil takes next in rank among our imports from the Republic. Canada has its oil wells, if not quite so extensive in their distribution, at least as rich, and the million and a half in value of American coal-oil which we receive affords a reasonable prospect to Canadian enterprise.

"Machinery of various kinds which we import from the United States to an annual value of a million and a quarter dollars, ought perhaps all to be made in Australia, but as a matter of fact it is not, nor likely to be for some time to come, and as the Canadian factories turn out the same class of goods, and in all probability at a cheaper cost, there can be nothing unreasonable in expecting that direct communication with the Canadian machinery works will develop a trade. In agricultural implements, pianos, organs, furniture and carriages, the Canadians lay claim to special excellence, and as in all these items we take supplies from America, and some of them in very considerable quantities, there seems not any doubt that with an open highway between us and the Dominion the Canadians will come to the front.

"The item of fish, of which commodity we take close on half a million dollars' worth a year, from the States, has only to be mentioned to suggest the specialty which Canada can fairly claim in providing for Australia. We have had a foretaste of what the rivers and lakes of the Dominion can send us in its freshest and most delectable form through the chilled chambers of the Miowera, and without doubt, salmon and other choice fish will become a leading item in the trade that will spring up from direct steamer communication. Thus it is with other varieties of import articles, which it may be urged, we should produce in Australia. The fact that we are producers and manufacturers, as they are in in the States, does not preclude us from receiving their products, and the same rule should hold good towards the Dominion.

"But turning to our possible exports in exchange, we find that already some of them have introduced themselves with acceptance. Fruit culture is one of our rising and most promising industries, and the impulse that will be given to it by Canadian markets will be appreciable. Being enabled now, as it were, to bring midwinter and midsummer within three weeks' distance of one another, it must be obvious that welcome interchanges will be made, and with the facilities afforded by the chilled chambers of the steamers and the freight cars, fruit fresh pulled in Australia will be in season in Canada at times at which fresh fruit there was hitherto unknown. To frozen mutton and beef, a new market has been given, the possibilities of which must be great; for on the Pacific slope of British America, they appear to have no sheep, and grow but fifty per cent. of the beef they consume.

"In all Canada they have only two millions of sheep against our fifty times as many with our smaller population, and as sheep as well as cattle require close housing and feeding during the long and severe winters prevailing throughout most of the Dominion, it is easy to understand the advantages Australia has as a source of supply with our open pastures all the year. As sheep-farming, owing to the severity of the seasons, can never be extensively carried on in Canada, and as that same severity enforces the necessity of woolen clothing, it does not require experiment to tell us that our wool and our mutton must find a valuable outlet in the requirements of five million British people, brought into close proximity to Australia. Without taking account of other things, such as sugar, hides, tobacco-leaf, provisions, etc, which Canada imports largely, and which we can supply on at least as favorable terms as any other country, the items of wool and frozen meats, with fruit and wines, should themselves form a basis of a large volume of trade with the Dominion. The similarity of pursuits and products between the United States and Australia has not formed a barrier to commerce, and less reason is there that it should operate against interchange with Canada. Indeed, the greater difference of climate which exists between Australia and a country on which winter sits with such severity as it does on Canada, ought to create divergencies in demand and supply that should tell more favorably for Canadian and Australian trade."

Articles like the above, now constantly appearing in the influential newspapers here, are creating a very general interest in Canadian affairs, and this interest will pave the way for business. The Town and Country Journal, a large weekly illustrated paper of very general circulation in all the Colonies, thus urges the advantage of direct trade in the great Australian staple:

"Up to a very few years ago London was even more completely the wool trading centre for the world than it is at present. Thither flocked buyers from all over the European continent and America, and London rates were anxiously awaited in every great capital. Since those palmy days there has been a movement of decentralization. More is bought in Sydney and Melbourne for direct shipment to America and the European continent, and the Continent, too, has by the establishment of the Antwerp wool sales obtained an independent market. It would seem even more to the advantage of Canada than of countries that have already done so to enfranchise itself in the same manner.

"The steamer run to Vancouver on the Canadian side is about three weeks, with a proportionately short journey for sailing ships, whereas, Australian wool reaching Canada via London, must take by steamer over six weeks to the British capital, and even then, is, counting all delays, quite a fortnight from its final destination. The transport by sailing ship for wool from Australia to London, is compared with the transport by steam disproportionately long. It is not, as in the case of voyaging from Australia to the western territories of the Canadian Dominion, that both steamer and sailing ship pursue practically the same route. To reach London by sail the toilsome rounding of the Horn has to be undertaken, and in any case, whether the transit be by sail or steam, the use of London as an entrepot for Australian produce for Canada, involves expensive rehandlings and reshipments, a disadvantage that is not compensated for by the undoubted fact that the landing of goods from London in the Eastern ports of the Dominion involves a shorter railway transport to the seat of manufacture than does the landing of them on the Western seaboard. The difference is not sufficiently great.

"That much of the wool received from London in Canada is Australian is practically certain, because it is a well known fact that Northern America cannot, owing to inclemency of its winter, produce fine, long, staple wool, which is necessary for mixing for manufacturing purposes with its own coarser varieties. It is just this proved deficiency of America as a wool-producing region that is tending to break down the United States wool duties. The differences in temperature that affect wool we call an allied matter tending to the benefit of trade—the fact that the seasons in Australia and Northern America are as in Australia and Europe, exactly opposite.

"This would give a market for Australian fruit and even for other vegetable products in Canada at the exact season when the Canadian soil is frost-bitten, and even California, to which Canada sometimes looks for supplies, is experiencing its far milder winter. The rule as to seasons applies to dairy produce, though in regard to that there is more competition, and a duty has, besides, to be encountered. Returning to fruit, it may be noticed that the Canadian climate is such, the winter so long, and the chance of spring and autumn frosts so great, that many sorts of fruits that are here common and cheap, are with Canadians only known as imported luxuries. With a sea voyage so short as to do away with much of the risk of deterioration on the way, surely something must be done to expand a promising branch of trade."

The proposition that a delegation appointed by the Canadian government should visit Australia with a view to bringing about closer trade relations came very opportunely, whilst the press was giving such attention to the subject. This further evidence of Canadian enterprise created much favorable comment upon the publication of Hon. Mackenzie Bowell's message to Sir George Dibbs, the New South Wales Premier, and the reply of the latter that the middle of August or early in September would be the best time for the visit. Any reasonable trade proposition offered by the Canadian delegation would no doubt be favorably received, and the visit would do much good in helping to make the communities known to each other. Australasia having no federation such as that of the Dominion, the delegation would, of course, have to visit the Governments of each of the seven independent colonies with which they might expect to do business.

A member of the Ministry of New South Wales goes to Canada by the Miowera today, this being Hon. Edmund Barton, Q.C., Attorney-General, who is accompanied by Mrs. Barton and child. He is making the trip for the benefit of his health. Unfortunately, Mr. Barton thinks he cannot spare the time to extend his journey to Eastern Canada, but proposes to return with the steamer, thus leaving himself only five or six days ashore, and making it impossible for him to see any but the Pacific province. Mr. Barton has lately revived the Australian Federation movement, and has caused the establishment of a Federation league. Personal observation of the results of Federation in Canada would no doubt strengthen his convictions on the subject. The six weeks on the Pacific with the incomparably fine weather to be expected there should prove a grand restorative of health, and the fact that a prominent public man has made such a trip, will be a good advertisement or this as a tourist route.

The managers of the steamship line between San Francisco and Australia have been quick to realize the strong attractions offered by the mail route across Canada, and since the new line of steamers have commenced to run, the advertisements of the San Francisco boats have been altered to give prominence to the fact, not before announced, that travellers by that line can make connection with the Canadian railways. This paragraph has been added: "At San Francisco passengers have choice of overland American and Canadian railways, and can proceed to Europe from either Quebec, Halifax, Boston, New York or Philadelphia, by any of the unrivalled steamship lines. Journey can be broken at any or all points of interest on the railway routes to the Atlantic seaboard, a few of which are Vancouver, Salt Lake City, Los Angeles, Denver, Kansas City, Niagara Falls, Montreal."

As a result of competition the rates of passage across the Pacific have already been lowered. While the San Francisco line is advertising Canada as shown above, the Canadian line is properly making the most of the fact that it gives connection through Puget Sound with the United States transcontinental lines, and thus offers a direct route to the United States as well as to Canadian points in the interior or on the Atlantic seaboard. The prominence thus given to the American route to England ought to have a good effect in diverting tourists from the Suez Canal lines, and Canada will undoubtedly benefit from the advertising her share in this travel will give the Dominion.

When the proposal to grant the subsidy of £10,000 to the new line was before the New South Wales Legislature, it met with very strong opposition from the friends of the Union Steamship Co. of New Zealand, who have the contract for the San Francisco service, though they have sub-let it to Claus Spreckels, the owner of the Monowai, Alameda and Mariposa, the boats now running. Absurd as the statement may seem to anyone conversant with the requirements, it was gravely urged in the Legislature that the Union Co. could give a satisfactory service to Vancouver by extending their present route from San Francisco to that point, as the journey to Vancouver from San Francisco could be made in the time the vessels now have to spare at the latter city. It was further urged that the new service could not be a success for want of business. So strong was the rival steamship influence against it, that the subsidy was voted by only a small majority, secured by the strong representation of the ministry, that the enterprise and good feeling shown by Canada should be reciprocated and that the advantage of having this route through British territory was alone well worth the subsidy proposed.

SYDNEY, N.S.W., July 18.—Sir George Dibbs is a warm friend of the Canadian-Australian line. When I called upon him, that subject naturally came up first. "I am glad," he said, "that the reports show a fair prospect for business. I advocated the subsidy of £10,000 because I consider this a fair and legitimate investment to open up a trade between New South Wales and Canada, and through Canada with England. I am sure that the competition will be the means of largely increasing the traffic between the Old Country and this colony. I do not consider this new line as a substitute for the line of steamers now running to San Francisco, which give us a very valuable connection with the sixty-five millions in the United States. We do not forget, however, that that great country has constantly refused to give anything to help to maintain the connection.

"On the other hand, Canada has taken the initiative with the handsome subsidy of £25,000, and it would have been unfriendly, to say the least, on our part not to have shown a disposition to assist in opening up trade between these two great countries. Our connection with Canada will not alone be a great advantage to trade, but it will be a great national advantage to Australia in the time of war or international complications, such as are always possible, though it is to be hoped that they are far distant. There are many lines of natural products which we could profitably exchange, and if the tariffs present an obstacle no doubt this can be removed by concerted friendly action on the part of the several governments. The Canadian ministry, I am glad to learn, are likely to follow up their enterprise by sending a delegation to Australia. I had, the other day, a message from the Acting Premier, asking me what would be the best time. I replied the middle of August or early in September. I hope that is not too soon. I mentioned that time because that season is the one at which visitors see the country with the greatest comfort to themselves. The time, however, makes very little difference, and if your ministers cannot come immediately, we shall be glad to see them whenever they do arrive.

"Personally, I am greatly interested in Canada, and in the manner in which you have solved the two great problems of federation and fiscal relations now presenting themselves for solution in Australia. As to the latter subject, our policy in New South Wales was for many years, and until recently, supposed to be free trade; at least, it suited the freetraders to so call it. The name was a misnomer, because some of our taxes were at least one hundred per cent. of what the article cost. My Government favors protection in place of the former mixture of protective duties and free trade principles. Having in our country raw materials in boundless quantities, I endeavor to secure protection for all lines which we are capable of producing, either by growth or manufacture. I rather think that is the policy of Canada. We have learned a good deal from Canada, and are attempting to follow out the policy of the late Sir John Macdonald, when he adopted protection as the national policy of the Canadian Dominion. As the head of the Protectionist party here, and as the head of a Protestant Government, I see a great deal to admire in the policy of Sir John Macdonald, and the bulk of the people following me are actuated and encouraged by the marked success of Canada. Australian Federation is, in my opinion, bound to come on the lines adopted in Canada in 1867. The Federation bark, a short time ago, appeared to be going on like a ship before the wind, and though of late it has received a severe check, has been becalmed, I might say, to follow out the simile:—I think we will soon again be sailing along merrily on the proper course.

"When your ministers visit us, I presume they will discuss tariffs with a view to a mutual arrangement. We shall be glad to meet them half way in any fair proposition. Of course, any understanding arrived at between the ministers, must be subject to ratification by Parliament. We might, perhaps, be able to make some preferential arrangement for trade between these colonies and Canada. That is a subject, however, on which Great Britain might have something to say, or some objections to offer, and, of course, we have to consider the interests of the Empire as well as our own individual advantage. I see in the press that Canada wishes also to discuss the Pacific cable question. New South Wales and Queensland are now entering into a contract to subsidise a line to New Caledonia. This, we expect, will form part of the Pacific cable to be eventually laid to Vancouver. We do a large trade with New Caledonia, and the cable will be of great immediate advantage. We practically feed them in New Caledonia from this end. Should the cable be carried across the Pacific from New Caledonia, which is a French possession, and is still used as a French penal settlement, the Government of France would, no doubt, largely use it as a means of communication. I do not think that this connection with French territory would lead to trouble in the event of European complications, as a commercial arrangement might be made to keep the cable open. It would be of immense advantage to Australia to have a second line of communication, and we would undoubtedly help a trans-Pacific scheme. The matter is one which might be discussed with great advantage.

"I hope a speedy development of traffic will follow the establishment of this new line of steamers. We, in New South Wales, have only a fourth of the population you have in Canada, but we feel that a trade connection would be mutually profitable, and we should at least be friendly rivals. One cannot but admire the pluck of Mr. James Huddart, the owner of the steamships, who has taken the risk of this adventure. His steamers, as the public know pretty well by this time, are of the most modern type, and will give a satisfactory service, if any steamers can. My colleague, Mr. Barton, is going over by the next boat. I have strongly advised him to take the trip, and, from my own observations in Canada, for I passed through your country last year, I feel sure that he will be surprised and pleased with what he will see there."

The results of the fruit trade inaugurated by the shipments sent on the "Miowera," on her first trip were not quite what was expected on this side. This is easily explained, however, and better arrangements will be made for handling further shipments. The fruit exporters were entirely in the dark as to the requirements of the Canadian market; in fact there would probably have been no shipments had not the steamship agents worked up the exporters, and tempted them with a nominal rate of freight. One mistake made was in consigning to persons not directly connected with the fruit trade and who had to hand the fruit over to others, thus causing delay and extra expense.

Another mistake was in not definitely stating the price expected to be realized as a minimum for the shipments. Some of the exporters sent what are here called "pro forma" invoices, stating a merely nominal price for the goods. As the Canadian customs law requires that the invoices shall state the true value, some of the consignees came to the conclusion that the fruit sent them was remarkably cheap, and astonished the exporters here by remitting the exact price stated in the pro forma invoice. This caused a great deal of disappointment, until, by comparing experiences, the exporters came to a correct conclusion as to how the values had been arrived at, and by inquiry learned the Canadian custom with respect to import invoices. They will not repeat this mistake, but when consigning for sale will state the minimum price which they expect to receive. As the customs duty is specific, being a shilling a case, they could derive no possible advantage from understanding the price, which fact would make their action all the more inexplicable to those who received the goods in Canada. The fruit growers here have an association, and it is probable that further shipments by members will be made through one or two authorized representatives who will see that the business is correctly handled.

The consignment of fish, consisting mainly of fresh salmon and halibut brought in the ship's refrigerators, would have resulted in nothing but disappointment, had not the shipping firm sent one of their own members, Mr. S. Fader, to do the business. Mr. Fader found upon arrival in Sydney that no person here was prepared to undertake the handling of the fish except upon conditions which would have left absolutely no profit to the shipper. The quality of the fish being unknown, there seemed no certainty that it would have a sale. Not daunted by his failure to have his consignment handled by some firm in the business here, Mr. Fader set about disposing of it himself in small lots to the leading hotels and other such institutions. The fish had come in the most perfect condition, and after the trial had been made in the places where the first lots were disposed of, the demand became general, so that the whole consignment speedily passed out of his hands. About four tons of fresh salmon and halibut are coming by the Warrimoo, and this has been all sold already in Sydney and Melbourne, and Mr. Fader considers the prospects good for a regular and profitable trade with Australia.

The fish are far superior to any varieties caught here, and the salmon, particularly, are greatly relished by the large number of well-to-do people, who have sampled this king of fishes in England. Mr. Fader's experience shows how necessary it is that any Canadian firms who wish to introduce their goods here should send their own representatives. The Australians are satisfied with what they have hitherto been handling, and they will not readily take up anything new until someone interested has proved by experiment that there is likely to be a demand. The United States has had commercial representatives here for fifteen or twenty years. They have done very well in many lines, and they have been shrewd enough to dispose of old style goods on the Australian market for which there had ceased to be a demand in America. Without much competition this practice has been fairly successful, and the fact that out of date goods of U. S. manufacture have found a market here in competition with English and European articles, and even with superior domestic products, shows what may be expected from pushing trade in a first-class Canadian article.

Disordered Liver set right with BEECHAM'S PILLS.

AUSTRALIAN-CANADIAN STEAMSHIP LINE.

TO THE EDITOR.—An Australian. I have visited the whole of the Australasian colonies, except West Australia, travelled several thousand miles alone in my buggy through the interior of the Colonies on pioneer missionary labours, and have carefully kept myself fully abreast of all questions of colonial public interest. I have also enjoyed the great privilege and educative advantages of travelling in many foreign countries, and therefore, may rightly be duly accredited as being competent to give reliable opinions upon the possible, actual and comparative resources, progress and developement of Australasia colonial interests, their national needs and prospects.

Upon my present important tour of observation and inquiry to Chicago and onward to Great Britain with return to Australia, I had of necessity to use the Pacific route to San Francisco, intending to proceed over one of the American railways; but, learning that I could go this way, I came purposely with special reference to investigations respecting the present issue from my own independent position, actuated by due patriotic motives, purposing to utilize the information gained, in a public manner, through the Press and otherwise.

Four and a half millions of British subjects are now denizens of Australasia, under as favorable conditions as are enjoyed by any of earth's people, superior to most. In comparison with them, the material resources of Australasia are in many respects potential and unsurpassed, or even unrivalled. Its exceptional climate and immense natural pastures of succulent herbage (exclusive of 7,068,379 acres of sown, artificial grasses) afford healthful, genial pasturage to its 100,000,000 sheep all the year round, with no need of shelter and but little care, which constitutes it the greatest wool producing country of the world, which position it must, of necessity maintain; whilst, experience has proved that the occasional droughts can be largely modified by the judicious conservation of the ample rainfall, with artesian well-sinking. Its agricultural, mineral and arborical productions are great, whilst fruit of every kind is produced, of high quality in its many climates, from New Guinea to Tasmania. Its accumulated wealth is phenomenal amongst the nations of all lands. I have at command the latest authoritative statistics, but must omit them, as too voluminous; suffice that the annual governmental income and disbursements of the parent colony, i.e.: New South Wales—population, 1,200,000—is more than $50,000,000; the other colonies being in like proportion to their population, Victoria's being about $45,000,000.

Australian enterprise has explored the whole continent, connected the colonies by railway and telegraph, which also reticulate throughout the interior in trunk lines. South Australia, with daring enterprise, has constructed the telegraph to Port Darwin, and is pushing the railway on its track, as the shortest route to the Eastern Kingdoms, and must realize therefrom immense future advantages and benefits. New Zealand has kept pace with the other colonies in constructing public works of national necessity and of remunerative character, the aggregate cost to the Australasian colonies being $1,000,000,000, the interest of which is duly paid to the British capitalists; whilst such public works form an asset for the various governments, which would at any time be purchased by syndicates, thus relieving the colonies from public or governmental indebtedness. Nothing venture, nothing win!

Public educational facilities, embracing primary schools, colleges and universities, are on a par with the most favored countries; therefore, extended permanent connections of amity, commerce and fraternity, cannot be but of mutual benefit to the Australasian Colonies and the Dominion of Canada; and, every available means should be promptly brought into operation to consumate and perpetuate such alliance. To this end, the establishment and maintenance of the steamship line is imperative, as also the immediate laying of a cable from Honolulu, via Samoa and Fiji, to New Zealand, to connect with the cable in operation from there to Australia, not only as indispensable for commercial interests, but also for travellers, who would not wish to be unduly separated from their concerns, which are often of great importance and value to them.

In another letter I can set forth the special monetary advantages which would assuredly accrue to Australasia and Canada by means of this steamship line; whilst, as healthful, judicious sentiment is no slight factor in controlling human affairs, we may duly note that, whilst the federation of the English-speaking races may be regarded as Utopian, the congenial federation of all who are identified with the Union Jack is feasible and wise; therefore, British America should unite with Australasia in genial, fraternal sympathy, and all Britons join hands in the more than electric chain of true, cordial regard around the globe.

I have placed at Mr. Jamieson's bookstore, Government street, two large, fine engravings of the city of Sydney, New South Wales, and Melbourne, Victoria, Australia, where the community will view rather remarkable evidences of how the dwellers beneath the gorgeous Southern Cross act up to their national motto, viz.; "Advance Australia."

CHARLES R. CURREY.

Victoria, B.C., Aug. 9, 1893.

TO THE EDITOR:—1. British Columbia is fortunate in possessing a strategic commercial position, which, in ancient and modern times, has proved a prime factor in the building up of great commercial emporiums over the world, as she can command unrestricted intercourse, north, south, east and west; therefore, should the commercial powers that be, duly realize the magnitude and due value of their opportunities, and rightly use them, a most successful and brilliant future assuredly awaits their Province.

2. The passenger traffic by the line—When I came over in the steamship Mariposa to San Francisco, she had upwards of 200 passengers, about equally divided between saloon and steerage, the fare being $200 and $100 respectively, no allowance being made to those from New Zealand, making the aggregate passage money amount to $30,000, minus small allowance for minors, etc. Not ten of these passengers were connected with other than British interests; but had—little myself—to use the only route open to them. It is worthy of note that the steamship's freight to and from Australasia did not pay for the coal. There is no means of knowing how much transient passengers spend in San Francisco; but, in living, sight-seeing and railway fare, etc., the amount must be of much consequence to any city which may be the terminus of the Southern Pacific steamship line to the United States or Canada. Such liberal distribution of the shekels might be of some concern to Victoria, and form an inducement to them to duly value and promote the Australian-Canadian line, or reverse the name on this side of the equator. The advantages are evidenced from the fact that I paid $35 saloon fare to Auckland from Sydney, but so soon as this new line started the fare was dropped to $20 return. Monopoly is only pleasant when we benefit by it, whilst opposition is the life of business.

3. The exchange of products between Australasia and Canada presents a wide field of remunerative trade; whilst Canadian manufactures are highly appreciated. The rare, delicious fish British Columbia's rivers and tidal waters so profusely supply, if sent whole in the steamer's freezing compartment, should meet with an extensive sale, a large fish and oyster trade being now done between Australia and New Zealand, and frozen mutton, of the best kind, could be sent here in any quantities, to the great advantage of the public, where meat is so high in price. The frozen meat trade between New Zealand and England, which at first was so strongly opposed by John Bull's native prejudice and the butchers, has, during the last five years, attained such mammoth dimensions that, when I was in Auckland, two steamers, of five and six thousand tons respectively, arrived from England, having been built expressly for the frozen meat trade, in addition to the numerous vessels also employed. In fact, the prospects of the trade are unlimited in the old world, and it should be so in the Western hemisphere. Soft, sawn lumber is a necessity in Australia, especially as there the woods are hard in general and the pine brittle; but many of the woods are very valuable for furniture and veneers. I believe that the finest collection of woods in the Chicago Exposition is Australia's exhibit. As this phase of commerce can, and will, be fully investigated by experts therein, it is more to note in general that the commercial ventures of every kind from the Western continent are, under the Southern-Cross, termed "American," i. e., U. S. The name and fame of Canada are lost in the other, even where the productions are specially her own; even the few Canadians who are in either Australia or New Zealand are called Americans, the latter monopolizing the reputation for go-a-head-ism. I am, myself, surprised to find here many things I had thought to be U. S. productions to be really Canadian. This brings me to the necessity of stating, to make the matter sufficiently clear and impressive!!!! that Brother Jonathan, from prudence if not piety, most energetically fulfills the scripture injunction, viz., not to put your light under a bushel but on a candlestick; he therefore wisely puts his on the tallest candlestick that his fertile ingenuity can devise and his skill construct, thus letting the whole world know that he is about and wide-awake, looking up the chances for duly gaining the coveted, almighty dollar; so, as an indispensable requisite for prompt success, as puff-ology in all mundane affairs has been made an exact science, the Australian-Canadian steamship line must be systematically advertised throughout the Australasian Colonies through the press; but not by agents, who may be regarded with mistrust as personal little axe-grinders, whilst, as Australasia is the chief gold producing country of the world, it can pay for its purchases of all lines of commerce.

Canadians, who have leisure and funds for travelling, will be well repaid by visiting the Sandwich Islands, where they could visit the greatest active volcano on this globe, and revel in unique scenes of terrestrial enchantment, beautiful and fertile Samoa, picturesque Tonga, strange, weird Fiji—New Zealand, i. e., "wonder-land," were active volcanoes produce medicinal springs, which must make it the world's chief sanatarium, and in Australia find the progeny of Brittannia, striving so to lay the foundation of Austral empire, that succeeding generations may not be able justly to blame them, and become mutually better acquainted with each other. I have thus had my little say for the public good, and trust that my effort will be kindly received in the spirit of amity and sincerity, which has prompted and governed it, whilst, if it is "nae we'el bobbit, we'el bob it again."

CHARLES R. CURREY,

Victoria, B. C., August 10, 1893.

THE SILVER BILL.

WASHINGTON, Aug. 11.—The House voted to adopt without debate Mr. Bland's order forming the procedure for the discussion of the silver bill. The Senate have not yet reached an agreement as to a plan for their work.

'FRISCO'S FAIR.

Preliminary Arrangements Reported to be Most Satisfactorily Progressing.

SAN FRANCISCO, Aug. 10.—The following announcement is made by the Executive committee of the Midwinter Fair: "The Executive committee has just returned from its session in the Golden Gate Park with the Park Commissioners. A preliminary conference was held yesterday afternoon. The commissioners have finally conceded sites for the buildings and given consent to starting the work at once. Engineers have also done about a day's preliminary work, and it is expected that the actual work of grading and laying out the grounds will be commenced within two days. Reports from Assistant Director General Cornely, who is in Chicago, making arrangements with exhibitors are very encouraging. He has had visits from a great many and they all express a desire to come out to San Francisco, provided they can bring their goods in bond. The bill introduced by Senator White makes the same provision for the sale of exhibitors' goods as at the Chicago Fair—that is—they will be allowed to dispose of them after the exposition on payment of the duties.

NEW YORK, Aug. 10.—John W. Mackay passed a comfortable day in the Belgravia apartment house. Though weak, and while he suffers from the effects of the surgical operation performed on Tuesday, he is out of danger, and will recover, unless some unexpected combination arises and brings on a relapse.

SAN FRANCISCO, Aug. 10.—At the annual meeting of Wells, Fargo & Co.'s Express Co. to-day the old directors and officers were re-elected with John J. Valentine as president. The meeting was secret and no financial statements were given out for publication.

CHICAGO, Aug. 10.—Armour & Co. to-day bought $500,000 in gold in Europe for immediate importation. This is said to be the first purchase of this kind made by a purely commercial house. All imports heretofore have been made through banks. It is said the company contemplates further purchases of the same kind, and that the purpose is to relieve the present financial depression.

PARIS, Aug. 11.—Seventy leading members of the labor exchange, which was closed during the recent troubles in Paris, were fined fifty francs each and costs for refusing to comply with the law for regulation of trade syndicates. The court ordered dissolution of all the syndicates concerned in violation of the law, including the executive committee of the labor exchange.

KASLO NOTES.

The Recent Drownings—Changes in Navigation Arrangements—Mining Matters.

Kaslo Slocan Railway—The Big Bertha Mine—Important Deal in Mining Property.

(Special to the COLONIST.)

KASLO, Aug. 3.—Drowning accidents are of frequent occurrence throughout the surrounding mining districts. The latest addition to the list is that of W. Greenwood, who lost his life in the waters of the Duncan river between Big Jam and Duncan city on Monday. Greenwood and two companions named J. Bolton and G. H. Bensell, were coming down the stream with their prospecting outfit on board, and in an unexpected moment struck a sunken log, which overturned the boat. The last two men escaped with great difficulty by means of floating timber, but Greenwood sank out of sight and has not been seen since. The drowned man was a widower, aged about 33 years, and hailed from Castle, Mont. Word was brought to this city by the saved men themselves, who are almost destitute, their boat and outfit having been worth $300.

The current belief that the mysterious disappearance of Harry Hebert the purser on the steamer Ainsworth, could only be accounted for by death, unfortunately proved only too well founded, as his body was discovered lying in about five feet of water by a searching party consisting of R. E. Lemon and G. A. Bigelow of Nelson and R. Crane and J. McDonald of Kaslo. A verdict of accidental drowning was returned by the coroner's jury.

Four loads of ore came in yesterday from the Mountain Chief and now lie in the sheds of Geo. Hughes. The Kaslo Transportation Co., are packing out ore from the Idaho to the head of the wagon road, whence it will be hauled into town shortly.

A notice has been posted up at the post office, signed by the C. & K.N. Co.'s agent, that on and after the 3rd inst., the steamer Nelson will discontinue calling at Bonner's Ferry and Kaslo, lack of sufficient business necessitating this step.

Negotiations are going on between Winnipeg parties and C. Bjerbness and M. Oleddo, proprietors of the Ceala, for the purchase of that property. This mine is considered one of the best gold propositions in the Whitewater basin, the vein being three feet wide and traceable for 600 feet. $60,000 is the figure named.

The Great Northern Express Co. has located an office here, with C. A. Bishop in charge.

J. W. Haskins, locator of the famous Haskin's group of mines in the upper country, has made a new strike about four miles north of the Abbott group on the Duncan slope. In a private letter to a friend here he says that it is an exceedingly rich and promising lead.

A necktie ball at the Hotel Slocan on Friday evening last was the most successful social affair of the season.

Five feet of solid ore is now showing in the tunnel of the Eureka. At the Wellington every foot advanced in the main shaft discloses to view in increasing richness and width the lead of pure galena, and the owners feel jubilant.

It is believed that, with the completion of the survey of the claims adjoining the celebrated Big Bertha property, the latter will be frozen out. One of the proprietors today stated that the survey now shows it to be 145 feet on an adjoining claim, which would thus have the benefit of the tunneling on the main ledge, on which $3,000 had been expended.

The Bluebird has closed down for the present. In another two weeks the original bond taken out by J. M. Burke and party will expire, and the property will then revert to its original owners.

Percy Noble, who levanted from here about three weeks ago, went to Nakusp, where he borrowed $10, and thence to the States via Northport, fleecing a citizen of that place out of $15.

J. Tierney, late of Vancouver, but more recently night clerk of the Slocan hotel, left to-day for Nakusp to work on the new Slocan railway, his father having secured a sub-contract to clear and grade seven miles of the right-of way. Many men are leaving here daily for that point. The town is a centre of great activity, about 500 men being now engaged on the first works of the railway.

Saturday night last a lecture on Modern Free thought was delivered in the dining room of the Hotel Slocan, by Captain R. C. Adams, a Montreal capitalist.

W. Baillie, local agent of the Kaslo-Slocan Railway company, returned at the beginning of the week from an extended trip among the mines in the neighborhood. At every property he saw great strides being made in improving, the veins showing up well with rich ore. As far as railway matters were concerned, the engineers had completed the survey to Bear lake and were now engaged drawing the profiles. He admitted that money was waiting to build the road, but whether or not it would be constructed this fall he would not say.

T. A. Garland is having the old Kaslo club building on Front street fitted up for his stock of dry goods and furnishings.

Another change has been made in the mail service, consequent upon the tying up of the steamer Lytton on the Columbia river route. Mails will depart from here on Tuesdays and Thursdays, and arrive on Tuesdays and Fridays.

CLINTON, Aug. 11.—The Clinton organ factory was burned last night, with all the machinery, stock and tools. The building occupied by the Clinton Electric Light Company, immediately adjoining, was badly damaged.

Scrofula in the Neck

The following is from Mrs. J. W. Tillbrook, wife of the Mayor of McKeesport, Penn.:

Willie Tillbrook.

"My little boy Willie, now six years old, two years ago had a bunch under one ear which the doctor said was Scrofula. As it continued to grow he finally lanced it and it discharged for some time. We then began giving him Hood's Sarsaparilla and he improved very rapidly until the sore healed up. Last winter it broke out again, followed by **Erysipelas.** We again gave him Hood's Sarsaparilla with most excellent results and he has had no further trouble. His cure is due to

Hood's Sarsaparilla

He has never been very robust, but now seems healthy and **daily growing stronger.**"

HOOD'S PILLS do not weaken, but aid digestion and tone the stomach. Try them. 25c.