

## Canada-Australia.

VICTORIA COLONIST, JUNE 21.

F. W. Ward, of Sydney, New South Wales, representative of the owners of the new Canadian Australian line of steamships, held a second conference with the Council of the British Columbia Board of Trade, of Victoria, yesterday morning, and discussed with President T. R. Hall and members present the possibilities of trade between the Dominion and especially the Province, and the great Australian colonies. The meeting was opened by an informal talk about tariffs, etc., in the course of which Robert Ward drew attention to a statement which he had heard, that the general agents of the Australian colonies in England did not devote so much consideration as they might to the question of interchange of products between the various colonies of the Empire in different parts of the world.

F. W. Ward, to whom the statement was credited, wished it understood that he had no fault to find with the man who filled the position. It was the system that was to blame for the omission, but he hoped as time went on this would be remedied. Continuing, he took up the prospective advantages of the new line, dealing first with the question of postal service. Possibly before very long, he thought, there might be a movement to give even a quicker service in the present form. Just now the great English mail from Australia goes home by way of the Suez Canal, but the contract under which this is carried will expire at the end of next year, by which time it might be possible to have arrangements made to carry it via Canada. At present South Queensland might send her mail via Canada, but under present arrangements it was too much to expect the whole of it would come this way. New South Wales, Victoria and South Australia could be served quicker by the Suez route than by the Canadian as it was now operated. These colonies have a reliable service once a week which they are not likely to abandon unless a better one were assured. In dealing with this matter he compared the time in which mails are now carried with that made by the Miowera. From New South Wales to London via San Francisco was forty days or five days slower than the time made by the Miowera. From Queensland to London via San Francisco was forty two days, or seven days slower than the Miowera's time. From South Australia to London via San Francisco was forty three days, or eight days slower than the Miowera. From Victoria (Australia) the time to London was forty one days, or six slower than by the Miowera, so that the new service, starting with all its disadvantages, had an unquestionably better record than the San Francisco line, which had been running for years. The great mail service from Australia to London was however, from Adelaide via the Suez Canal, the time from New South Wales being 36½ days, so that the mail by the Miowera beat even this by a day and a half. From Queensland via Suez was 38 days, and from Victoria (Australia) 35 days, the latter being one day quicker than by the Miowera, as there would be a day lost in transit between Victoria and Sydney by train. The time from Tasmania via Suez was 37 days, which would be the same practically as by the Miowera. The only portion of Australia with which it would be hard to compete would be South Australia, which was 1,000 miles away from Sydney. The San Francisco service was thus, by the first trip of the new Canadian line, put right out of the question so far as mail carrying possibilities were concerned. If, however, there were a regular weekly line, through sympathetic territory, and pushed by Canadians and everyone else interested, there was no reason why a much faster service could not be had, regularly once a week, between Sydney

and London, with which the old Suez canal route could not compete at all. He thought it quite likely that Canada would take every opportunity to push her claims in this respect, and had no doubt British Columbia would do the same. The San Francisco service was now working under an agreement that would expire in November of this year, but for various reasons he did not think New Zealand and the United States would consent to let this line drop, so that it might be considered still a competitor as far as freight was concerned. If a weekly mail service were given Sydney and Canada, he did not see any reason why there should not be a weekly mail express from Vancouver to New York or the Atlantic terminus, so that with fast time from Vancouver to London, mails might be landed at home ten days from Vancouver, and in this event the Suez Canal route would stand no show at all in competition, no matter how fast the steamers they should put on would be.

Then, as to the Pacific cable. At the annual conference of the postmasters general of the Australian colonies, held at Brisbane this year, the project of a cable had been discussed and approved of. At present there was a French company building a cable line to the French settlement of New Caledonia, but he did not think there was the smallest chance of this line, or any other, being built to Honolulu and San Francisco unless the United States Government put up all the money and took all the risk. The Australian idea was a British cable touching on no points save those controlled by the British, and landing only on British soil, so that it could always be assured to them as an alternative route. As at present situated, Australia was always in a great funk when anything should happen to the cable, for the people down in the South Sea colonies did not know whether some nation had declared war against England and the enemy had cut the cable, or what was the matter. The result was that, at enormous expense, the cities of Sydney, Brisbane, etc., had been fortified, so that for a time, at least, they could stand off the enemy. But with a cable to Canada all fears would be removed, and the convenience and safety would be immense.

Another matter Mr. Ward discussed was the new line as a tourist route. At present the general impression was that for only several months in the year was it safe or pleasant for Australians to travel this way, but he hoped British Columbia Board of Trade and other similar organizations would assist in disabusing their minds of this idea. For his own part, he would do all in his power to induce travel here at all seasons of the year, particularly in the winter. The Canadian scenery, climate and everything else was so different from that to which Australians were accustomed, that once this fact became known it would be appreciated. The sport to be had here was also different, and he would endeavor to get Australians coming by this line not merely to just land here and go away again, but to stay over and enjoy the delights of the province for a little while.

Taking up commercial matters he expressed the hope that the Canadian Government might see its way clear to appoint a commercial agent to go to Australia to assist in the development of the trade. The statistics now published in Australia as to the trade between the various colonies and Canada did not seem to be in accordance with the returns he had seen since coming here, the cause doubtless being that the United States was getting credit for trade which properly came from Canada, but as San Francisco was the shipping point, had been credited to the United States. He quoted from the New South Wales Year book and comparisons with the Canadian year book, the irresistible conclusion being that there must be a mistake somewhere, as the figures were quite irreconcilable. In fact there should be a good trade between Canada and Australia, and he hoped that the quality of the salmon sent out hereafter would be more like what he had eaten here, which was greatly superior to anything

he had ever tasted in Australia. Lumber was another article in which trade could be increased. British Columbia now had the contract for supplying the largest mine in Australia with lumber, but there were other large mines which could also be sold timber. He read from a letter, received the day the Miowera sailed, from one of the extensive Australian meat and produce dealers, quoting mutton at 25s per pound f.o.b., apples, lemons and oranges in cases of 10 dozen at 5s per case, and choice creamery butter at 5d, or 10c per pound. If there were the slightest encouragement for it, the company operating this new line would put in cold storage, so as to bring mutton, butter, etc., here, and take back frozen fish. The fish trade could also be developed with Hawaii, where there was large consumption, and something might also be done in ales and light beer.

M. Ward was listened to attentively throughout, and Mr. Hall promised at the conclusion to use his best endeavors to have the various trades suggested developed by those in Victoria and British Columbia dealing in the various lines.

## Some New Styles in Shoes.

What can be more awful than a large, flat and shapeless foot? "Nothing, except, perhaps," says an authority on the subject, "the extremely short foot that is thrust into a tight boot, that overflows its barriers and surges up the ankles in rings of fat, reminding the horrified beholder of these rolls of pig meat, laced around with twine, that hang so inviting at the charcuterie."

The smartest style for footwear now shown in the shops is the straight, toe-capped patent leather, with glaze kid tops.

For evening wear, satin and glaze slippers are principally worn, with small buckles or neat bows.

One of the prettiest slippers shown is a light blue satin, with tiny ribbon bows caught with steel clasps.

A dainty slipper is that ornamented with a pinstripe, and can be made of any colored satin.

A young lady, who has a penchant for pretty shoes, showed me an effective slipper for evening wear which was extremely novel. It was made of glaze kid, and the toe scintillated with steel points, while a horseshoe buckle was studded with the same sparkling jets.

A square wooden box can be cushioned and curtained, and makes an admirable shoe box. It will also serve for a foot-stool.

The bedroom slipper is ample and conducive to comfort. It is made of black, red or blue cloth, being higher than the house slipper in order to protect the ankle, and the top is edged with soft fur.—*Boot and Shoe Recorder.*

## All Sorts of Dozens.

The child is taught at school that a dozen means twelve every time, but when the child grows into a man he finds that a dozen is a very elastic term. A baker's dozen is thirteen, and so is a publisher's or news agent's in many parts of the world. In some sections a dozen fish means twenty-six, and there are other anomalies of this kind. But, to find a dozen indicating from two to fifty, it is necessary to go to the earthenware trade. Here the size and weight of articles decide how many make a dozen, and in jugs, bowls, plates and so on there are two, four, six, eight or more to a dozen. A dozen composed of twelve articles is a very unusual thing in the wholesale pottery trade, and, as a result, there are few clerkships more difficult to hold than in this line. To have to find the cost of 500 articles at so much a dozen when that dozen may mean anything, is a very difficult task until a man gets thoroughly used to it.—*China, Glass and Lamps.*