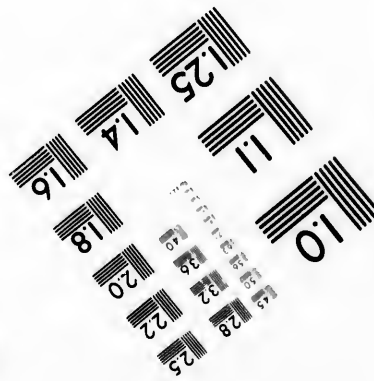
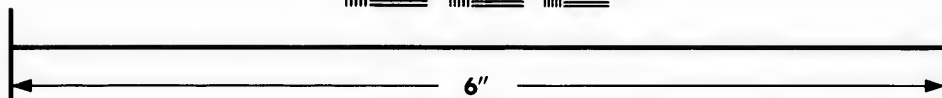
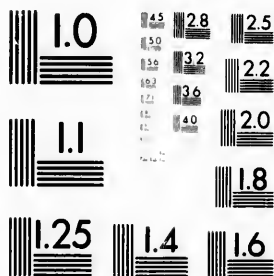


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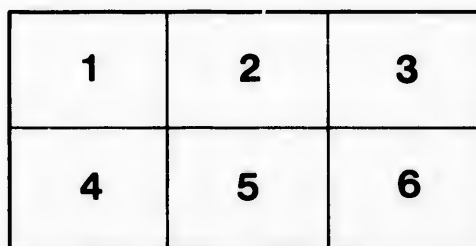
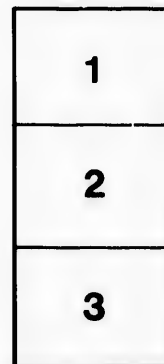
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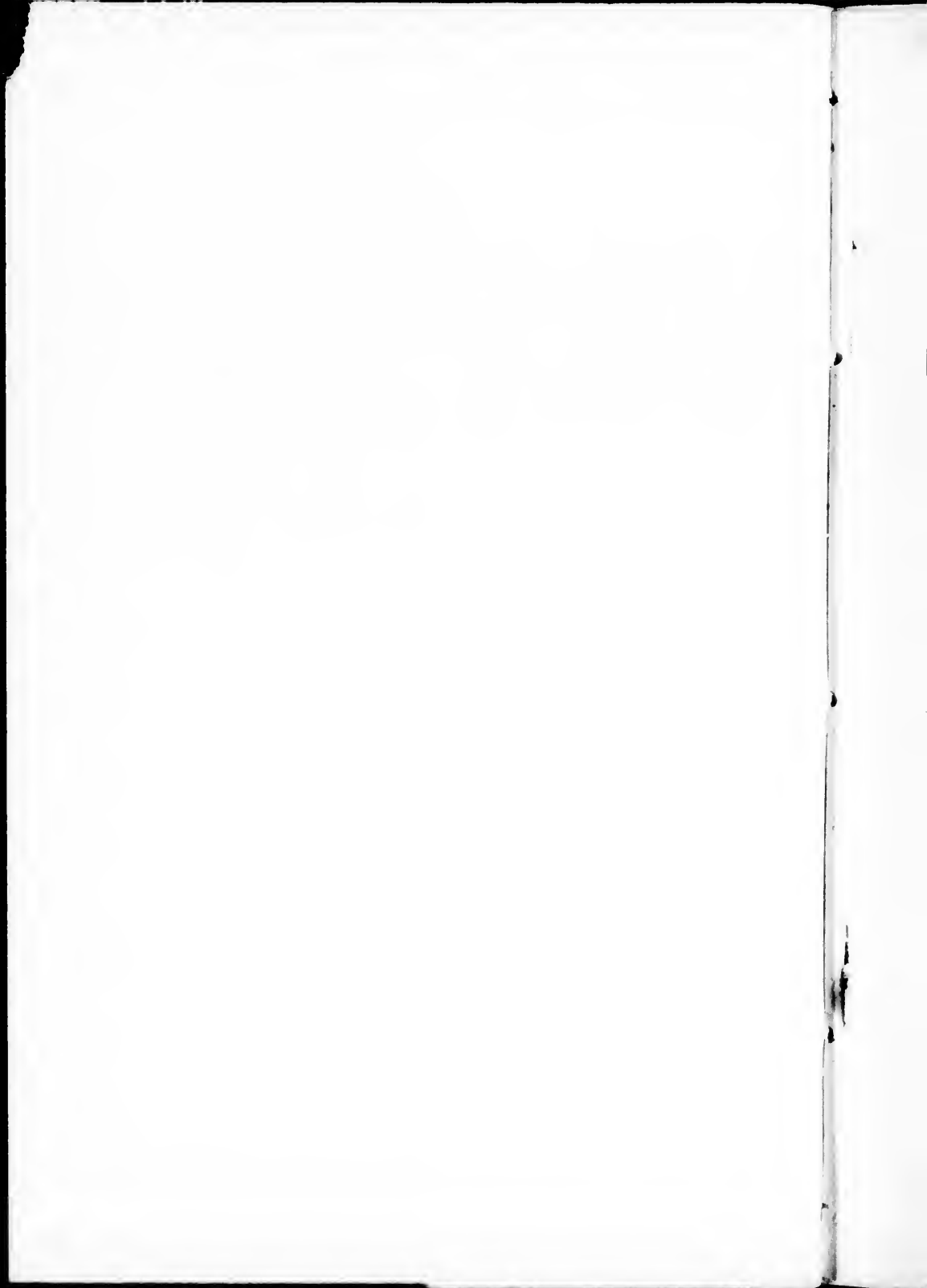
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NEW ROUTE
FROM
GREAT BRITAIN TO AUSTRALASIA
VIA CANADA
IN CONNECTION WITH
The Canadian Pacific Railway
AND
New Zealand and Australasian Steamship Company
of Melbourne and Sydney.



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PREFACE.

For some time past there has been a very general desire amongst the well-wishers of our Imperial unity and the development of our inter-Imperial trade relations, to establish a direct and regular steam service between those two great divisions of the Empire—Australia and Canada. That pervading desire has now found practical expression in the inauguration by Mr. James Huddart, acting in conjunction with the Canadian Government, of a monthly service between Vancouver (connecting with the Canadian Pacific Railway) and Brisbane and Sydney, which are connected by rail with all the principal Australian centres. Mr. Huddart, as managing owner of the “Warrimoo” and the “Miowera,” has agreed to place those new powerful and well-appointed steamships on this service, in consideration of a subsidy from the Dominion Government to the extent of £25,000 per annum for five years. It is hoped and confidently expected that, in view of the great and obvious commercial advantages to the Australian Colonies that the opening up of this new route will bring in its train, the Australian Governments interested will see their way to co-operate in a joint subsidy of £20,000 per annum as their contribution to the enterprise. An application has been

made to the Admiralty with the object of placing the two steamers just mentioned on the official list of vessels available as armed cruisers, if required, and there is every reason to anticipate that this application will be granted, as the steamers fulfil all the essential requirements of the Admiralty. They will thus become entitled to the prescribed subvention for this purpose. In the following pages the views of Mr. Huddart will be found thoroughly and explicitly formulated, and they are supplemented by extracts from the leading organs of English, Canadian, and Australian opinion, fully setting forth the claims of this new service to the sympathy and support of all who are interested in the consolidation of our Imperial unity, the opening of new avenues for the development of British and Colonial trade, the creation of a new and invaluable Postal Route that will be entirely under British control, from end to end, and the development of the most delightful and picturesque travelling route between the mother country and her daughter lands--Canada and Australia--that the heart of the tourist, the student, or the nature-worshipper could desire.

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THE NEW ROUTE

TO

AUSTRALIA.

REPRINTED FROM

The Times

OF TUESDAY, MAY 16, 1893.

LONDON :

PRINTED AND PUBLISHED BY GEORGE EDWARD WRIGHT THE
TIMES OFFICE, PRINTING-HOUSE-SQUARE, LONDON. :

THE NEW ROUTE TO AUSTRALIA.

(FROM A CORRESPONDENT.)

At a time when the subjects of Empire and of Imperial federation are so prominently before the public mind, the establishment of the "missing link" between Canada and Australia, and the consequent opening up of a new route, *viâ* Canada, between the mother country and her colonies at the antipodes, must be regarded as a matter of very considerable interest, and one that must lead to developments of great importance in the future. The scheme is distinctly a development of Australian enterprise, the prime movers in it being the New Zealand and Australian Steamship Company, formed last year, and its general managers, Messrs. Huddart, Parker, and Co, an old-established Australian shipping firm, with the head-quarters at Sydney. The primary object in view, as already briefly indicated in *The Times*, is to establish a regular service of steamers between Australian ports and Vancouver. In other words, it will do for Australia what the Canadian Pacific Railway has already so successfully done for Japan and China, by offering an alternative route, which would not only be invaluable in case of war—inasmuch as troops, travellers, or goods would practically never leave British territory—but would also be inviting at all times to those who are not favourably inclined towards the heat of the Red Sea. It cannot be doubted that the opportunity to exchange both that heat and the monotony of a prolonged sea voyage, *viâ* the Suez Canal, for a comfortable railway journey across Canada, with all its magnifi-

cent scenery, and the opportunity to break one's journey at any point one pleases, will be eagerly embraced by a large number of travellers, and the prospects of the new venture, as regards passengers at least, seem already to be well assured, even though, at present, there is no suggestion of competing with other routes in the matter of a saving of time. The Canadian Pacific Railway Company have naturally entered into the project with great heartiness, foreseeing, as they do, the possibilities of a great increase in the traffic along their lines. The question of goods traffic is at the present moment more uncertain; but it is remembered that when the Pacific boats from Canada to Yokohama began to run everything then was equally uncertain in regard to freight, while now they get almost as much as they can carry. Certain it is that the Canadians believe they will be able to develop an important trade with the Australian colonies by means of this direct service, and the Australians entertain similar hopes as regards Canada. Hitherto what trade they have done has been carried on mainly *via* San Francisco, but this has been of small account. The direct service, however, will bring about a complete revolution in the relationship of the sister colonies, and already the Canadian Government are disseminating information as to the class of goods which would be most likely to find a market in Australia. It is believed that in the matter of Canadian exports there would more especially be an opening in Australia for agricultural implements, machinery, and soft timber. It is believed, also, that Australia will be able to open up a much better market with Canada in regard to wool, and might, too, send there large supplies of fruit and more especially of meat. On this point Mr. D. E. Brown, who has been commissioned by the Canadian Pacific Railway Company to make a tour of inquiry through the Australian colonies and establish agencies at Auckland, Melbourne, Sydney, Adelaide, and

Brisbane, recently said to a representative of the *Melbourne Argus* :—

British Columbia, where I have lived for the past six years, raises no sheep, and not within 50 per cent. of the beef required for its own consumption. The mutton consumed is almost exclusively brought in from the States of Washington and Oregon, immediately south of us. The consumer has to pay 8d. and 9d. per pound for mutton decidedly inferior to yours. There is no reason why Australian and New Zealand mutton, which I understand can be produced here for 1½d. a pound in large quantities, could not be laid down there, with freight, insurance, and all other charges paid, at about 4d. per pound, and used to the total exclusion of the inferior article from the United States. Whilst the interchange of our products might not at first be very large, it would not take long, with the conditions of the two countries as they are, to work up a large trade which would prove of great mutual benefit.

Apart from these material considerations there is the probability that the new service would be the means of establishing a much closer bond between Australia and Canada than has ever existed before, and would afford a much greater prospect of a real federation than could be expected to result from appeals or arguments based on the claims of kinship alone. Hitherto direct relations between these two parts of the Empire have been practically non-existent, as they have been very little in touch with one another, if at all ; but the consequences, from an Imperial point of view, of the link now about to be established between them can hardly fail to confer invaluable benefits on all concerned.

To come down to details, it may be added that the two steamers, the *Miowera* and the *Warimoo*, with which the monthly service is to be conducted—to begin with, at least—were built towards the end of last year by Messrs. C. S. Swan and Hunter at Newcastle-on-Tyne, and claim to be the fastest colonial steamships at present in Australian waters. They developed 16½ knots on their trial, and are to average 14 knots across the Pacific. The duration of a

journey to Sydney by the new route will be—from Liverpool to New York and Montreal, six days (or one could, of course, travel direct to Montreal); from Montreal to Vancouver, $6\frac{1}{2}$ days; Vancouver to Sydney (calling at the Sandwich Islands and Brisbane), 21 days; or a total of $33\frac{1}{2}$ days. From Sydney the traveller could transship to any of the Australian ports. Facilities of every kind are to be offered to tourists who will be able to make the tour of the world by way of Australia instead of China and Japan, as at present—an alternative which, it is believed, many of them would gladly embrace. The Canadian Government have given practical encouragement to the scheme by promising a subsidy of £25,000 a year, and it has been hoped that the various Australian Governments would, between them, give another £20,000; but this point, in view of the present condition of Australian finances, is somewhat doubtful. The High Commissioner for Canada, Sir Charles Tupper, who is taking an active share in the promotion of the whole scheme, has, however, applied, through the Colonial Office, that the steamers shall be put on the Admiralty list as available for the purposes of war cruisers whenever required by her Majesty's Government, and so become qualified for the usual Imperial subvention. The plans having been submitted to the Admiralty, and one of the vessels inspected by the Director of Naval Construction, it is not thought probable that the Admiralty will raise any objection, more especially as the advantages, from the point of view of national and Imperial defence, of our having on the Pacific a larger number than at present of swift steamers available for war purposes at almost a moment's notice are self-evident. The vessels on the Vancouver and Japan route are subsidized to the extent of £60,000 a year, of which sum the Imperial Government pays three-fourths, and the Canadian Government one-fourth; but the reasons adduced in favour of this subvention apply, if possible, with even

greater force in favour of similar support being given to the new route to Australia. There is, indeed, reason to hope that the matter will be favourably considered ; but, even if Sir Charles Tupper's request were refused, the promoters of the scheme are so much in earnest that they are firmly resolved to persevere with it in any case. It is further hoped that, in course of time, a regular mail service will be established by the new route. It is already regarded as certain that mails from Australia, at least, will be sent *via* Canada. But, whatever the future may bring forth, the scheme has already so far advanced that the new service is to commence on May 18, while private advices from Sydney state that the promoters already feel fully assured of the success that lies before them.

The Times

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MELBOURNE ARGUS, 10th April, 1893,

AND

SYDNEY MORNING HERALD, 10th April, 1893.

The following is a copy of the letter to the Premier, in which Mr. James Huddart submitted his proposals, and it fully explains the position and expectations upon which the proposals are based. Similar letters have been forwarded to the Premiers of the other colonies:—

Sir,—At the recent Intercolonial Postal Conference held in Brisbane, at which the seven colonies of Australasia were represented, a resolution affirming the desirability of establishing a postal service with Great Britain viâ Canada was, on the motion of the Hon. J. G. Ward, Postmaster-General of New Zealand, and with the warmly-expressed support of the Postmasters-General of Queensland, New South Wales and Victoria, unanimously agreed to. I have the honour to inform you that the opportunity to establish such a service now exists, and to respectfully ask you to consider a definite proposal, which, if it be accepted, I am prepared to translate into actual fact immediately. In January last I forwarded to Sir John Thomson, Premier of the Dominion of Canada, a letter in which I offered to place a service of swift steamers for postal and commercial purposes between Sydney and Vancouver, via Honolulu. It seemed to me that it would be useless to approach the Governments of Australasia until the co-operation of Canada was assured. I very much regret that my negotiations with the Dominion Government had not at that time been carried so far as to enable me to submit a practicable scheme to the Brisbane conference. Canada's clear promise of assistance reached me just too late to be utilised in that way. In reply to the communication already alluded to, Sir John Thomson cabled that his Government had statutory authority for a subsidy of £25,000 for a fortnightly service with Australia, or a proportionate sum for a monthly service. Further negotiations followed and I am now in receipt of a

all that would have to be done. A postal route which, when it left the Atlantic or Pacific Oceans, traversed none but British territory, has an obvious value over one not otherwise superior, which is perpetually menaced by the international feuds of Europe and Asia. *And in this connection it may be briefly noted that the Canadian-Pacific Railway with swift steamship services in the Atlantic and Pacific Oceans would offer invaluable means of transporting troops or war material on occasions of national emergency from the mother country to Australia.*

To passengers the Canadian route should prove especially attractive. It minimises both the length of the ocean voyaging and the terrors of the tropics. In about the same time that a person embarking at Sydney on one of the mail steamers on the Canal route reaches Colombo a person embarking at the same port would reach Vancouver. I believe I am entitled to say that the consensus of opinion among those who have personal experience of both routes is that the journey via America is much the pleasanter and more instructive. The glimpse of tropical life at Honolulu is not inferior to that at Colombo, and most travellers would be glad to leave any ship at the end of three weeks, though between Sydney and Vancouver smooth water and a pleasant breeze can generally be counted upon. The short run through the tropics has no Red Sea equivalent; deaths from heat-apoplexy are virtually unknown on the Pacific. From Vancouver the Australian traveller may either proceed direct to the Atlantic lines or may halt in Canada, or turn aside into the United States. He will find the scenery on the Canadian Pacific line incomparably magnificent, and when it pleases him to enter the United States, the Canadian Pacific Company will assist him in every reasonable way. The special agent of this great corporation is now in Australia—I refer to Mr. D. E. Brown—with a view of making known the facilities and advantages which are offered to travellers. Of the educational value to colonists of looking upon what has been done in Canada and the United States to settle waste lands, develop mineral and other natural resources, and build up civilisation in new communities—all made clear to the onlooker through the medium of a common language—I need not speak.

But it is as much more than a new postal and passenger route that the Canadian service should commend itself. It would

assist in the extension and consolidation of Australia's commercial relations with Canada, by providing increased frequency and rapidity of communication, and it would in all reasonable probability open up new markets for our produce and create many and important additional trade relations. It would tend towards and aim at bringing Australia and Canada together on the basis of mutually profitable business. Two English-speaking peoples, occupying countries very differently dowered and conditioned by nature, but within three weeks' distance of each other, would by the act of establishing this service be invited to set up commercial intercourse. At the Brisbane conference, in the short discussion which accompanied the passing of Mr. Ward's resolution, this aspect of the subject was not overlooked. According to the *Statistical Year-book of Canada*, an official publication, in the year 1891 the Dominion trade with Australasia only totalled £162,000, namely, imports, £44,000 and exports £118,000. Perhaps this is somewhat misleading. It is not unlikely that some of our trade with the United States covers some transaction with Canada. Be this as it may, however, our trade with Canada is still undeveloped. We shall not know what are its possible dimensions till we try to develop it.

I would respectfully submit that as Canada is an importer and consumer of vast quantities of commodities of which we are large producers, we are now neglecting what may prove to be a considerable and lucrative market. Take sugar. Canada annually spends about £1,000,000 in the purchase of sugar, besides about £200,000 on molasses. Much of this is crude, and in that form is free from duty. A refinery at Vancouver is capable of turning out 350 barrels daily, and gets its materials chiefly from the Spanish possessions in the Pacific. Already Queensland has to meet the competition of all the world at London. Could it not meet the limited competition of the Pacific at Vancouver? Wool is another Canadian import. In 1891 about £280,000 was spent in the purchase of this commodity. I have Mr. Brown's authority for saying that the Canadian Pacific Railway Company is prepared to quote a rate for wool which would permit it to be carried from Vancouver to the factories in Eastern Canada. If this be so, then in the event of the United States duties on wool being abolished it might be carried on the Canadian Line to the Eastern States. Of un-

manufactured tobacco Canada is a buyer to the extent of over £300,000 annually. Tobacco is easily grown in many parts of Australia, but the home market is glutted with it, and hitherto no export trade has been developed. Of hides and skins Canada purchases largely, the figures reaching £400,000 in 1891. In the same year Canada bought £80,000 worth of non-sparkling wines, and about half that quantity of sparkling wines. Over £50,000 is spent annually on tin in blocks, pigs, and bars. The annual bill for imported provisions, including meat and dairy products, is about a quarter of a million sterling. The long and severe Canadian winter, coupled with the reversal of the seasons, should make a market for our perishable produce, for the carriage of which, should the prospects of the trade invite it, I am prepared to add cold chambers to the ships. For fruits and nuts the Canadian market amounts to about £500,000 annually. We could supply sub-tropical fruits, and probably compete successfully with California, which would be handicapped by the high prices consequent upon an enormous and protected home market, and in any event we should have the advantage of the reversal of the seasons. Reverting for a moment to meat, it is not unlikely that a moderate market for Australian frozen mutton might be opened up, especially in Western Canada, where mutton retails at about double the prices of this country. It is a curious fact that while there are about 4,000,000 cattle in Canada, there are less than half that number of sheep. "It may be doubted," says the *Imperial Institute Year Book*, 1892, "whether sheep-breeding on a large scale will ever succeed in Canada. In the severe winters, at all events, they have to be housed and fed: and this fact alone handicaps Canada in competition with countries possessing a milder climate."

Here, then, in the Canadian imports of sugar, wool, tobacco, hides, wines, tin, molasses, provisions and fruit, there seems to be a tempting opening for Australian enterprise. On the other hand, Canada can send us lumber, fish, agricultural machinery and many of the goods we now get almost exclusively from the United States. With cold storage in the ships, we could import, at cheap rates, fresh salmon from British Columbia, where the supply now far exceeds the demand. It is a significant circumstance that Canada is convinced that she can trade profitably with us, and cordially

invites us to try the experiment. We should be dealing not only with an energetic, industrious, thrifty and shrewd British population, numbering over 5,000,000, but with a population already friendly and commercially disposed. Possibly in the future a reciprocal tariff might be arranged between the two countries.

I am not unaware, of course, that the Australasian Governments are harrassed by the imperative necessity for general retrenchment in public expenditure, but I venture respectfully to urge that one source of relief from the prevailing depression will be found in the discovery and development of new and promising markets for agricultural and pastoral produce. The subsidy now asked from Australia for a service of rapid steamers to run between Sydney and Vancouver, namely, £20,000, which would be reduced by the amount of postages, is not large in comparison with the postal, commercial, and other benefits which would thereby be secured. I have the honour to add that should this offer be accepted, it would give me pleasure to extend every courtesy and facility to officers of the Governments concerned who might be entrusted with the responsibility of reporting on Canadian markets, and to aid enterprise to any reasonable extent by conveying experimental shipments at special rates. I may also mention that the total proposed subsidy (£50,000 from all sources) will not nearly cover the total expenditure which the service will involve. I shall have to shoulder a considerable financial risk.

In conclusion, I respectfully ask that you and your colleagues will give this question your early consideration. I am anxious, in the event of the proposal being viewed with favour, to take advantage of the publicity which it would gain if it could be got into actual operation during the currency of the Chicago Exhibition.

I have the honour to be, Sir, your obedient servant,

JAMES HUDDART,

*Managing Owner S.S. "Miowera"
and "Warrimoo."*

THE TORONTO EMPIRE, *April 8th, 1893.*

The announcement which we were able to make yesterday of the establishment of a monthly steamship service to Australia, between the ports of Vancouver, B.C., and Sydney, N.S.W., will be welcome news to everyone interested in the expansion of Canadian trade and its development within the Empire. By this arrangement, which is made for one year and is renewable thereafter if desired, a prominent Australian firm of high financial standing receives the subsidy of \$125,000 offered by the Canadian Government some years ago, and agrees to start the service at once—the first steamer to leave Sydney for Canada before May 10. Two fine steamers will be placed on the route and will call at Hawaii and the port of Victoria, B.C.

It would be interesting in this connection to know if the utterances of Sir George Dibbs when in New York and Canada a few months since were more than merely prophetic. Our despatch yesterday indicated that much was due in the matter to the patriotic conversations of a Canadian traveller in Australia, who drew attention to the subsidy offered by Canada for the establishment of such a line, and suggested the advantages which would accrue from it to the countries concerned, or, as the Yankee would put it, "the money there was in the scheme." But there may be more in the arrangement than appears upon the surface. It will be remembered that Sir George, speaking as Premier of New South Wales, from whose capital city the new line is to run, said in very plain-spoken words to a New York reporter:—

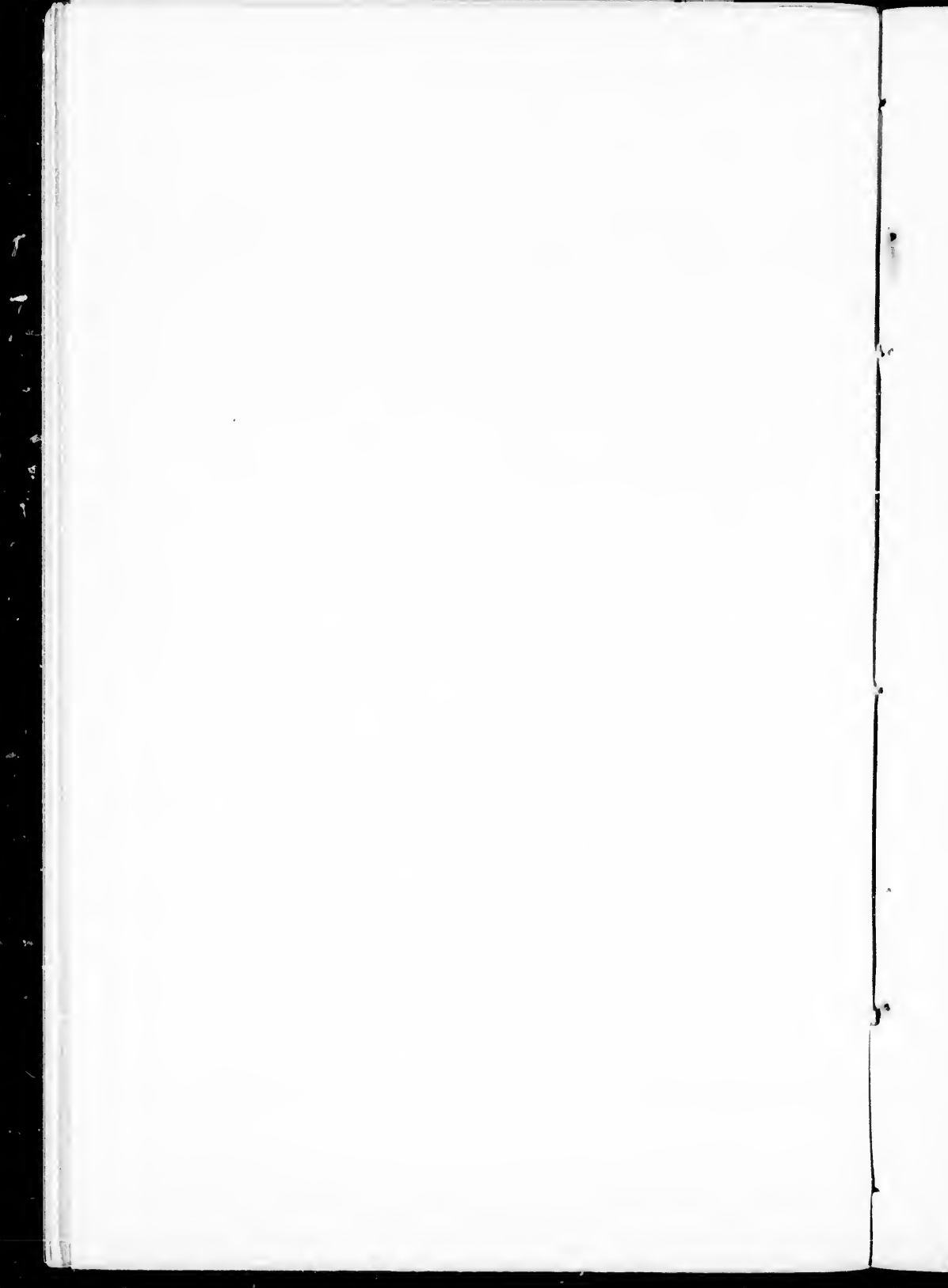
"I am going to Canada to-day, and I am certainly not going there in the interests of America. One of the reasons I am going is to try and make arrangements for the running of steamers direct from there to Sydney, and thus San Francisco merchants will suffer."

Accident prevented him from seeing the Ministers at Ottawa, but, in a speech at Vancouver, Sir George Dibbs reiterated his desire for steamship communication and cable connection as well. The probability is, therefore, that the new line indicates a strong desire upon the part of New South Wales

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to establish closer trade relations with Canada. We know from the reception accorded to Mr. G. R. Parkin some years ago, when speaking in Victoria, Tasmania and South Australia, that these colonies also desire to trade with us, so that it would appear as if no better and more timely response to a general wish could have been afforded than is furnished by the new line of steamers.

A glance at the trade returns will reveal the condition of affairs very clearly. In 1891 the United States exported \$13,017,132 worth of goods to Australasia; Canada exported \$589,100 worth. In the same year the Republic imported from Australasia \$6,239,021 worth of products; Canada imported almost nothing. This, of course, was to be expected; but it does not follow that with a Canadian-Australian line of steamships such results will continue. Much of what the United States sends to the Pacific Colonies can be, and will be, furnished by Canada if our merchants, manufacturers and exporters are sufficiently wide awake. The following table of selected American exports in 1888 to New South Wales, Victoria, Queensland, South and Western Australia and Tasmania speaks for itself in this connection:—

Exports.	Value.
Agricultural Implements	\$123,649
Beer and Ale	139,050
Carriages, &c.	137,187
Fish	316,033
Furniture	122,673
Barley	157,927
Musical Instruments	118,543
Leather	239,875
Machinery	1,113,003
Kerosene Oil	1,357,530
Timber (all kinds)	3,241,384
Total	<u>\$7,066,854</u>

In agricultural implements, pianos and organs, furniture, carriages and machinery, our manufacturers are deeply interested and should be able to take considerable and profitable advantage of the new steamers. The most rigid

temperance advocate will be patriotic enough to admit that if the Australians are bound to drink beer and ale they cannot get a better quality than the Canadian brands. Of fish and timber we can supply any quantity required, and in almost every conceivable variety, and there is no reason why Canadian coal oil cannot be exported to Australia as largely as American has been. The same principle applies to leather, and to barley, which we can grow in many parts of the country to as great advantage as can California.

But care must be taken by our exporters in trying to deal with a new market such as this will prove to be. The Australian merchants carry immense stocks, buy in great quantities, and store their purchases away in warehouses which would astonish Canadians as they have done Americans. Buying is reduced to a system, each line being bought months before the goods are needed. It therefore requires experts to select goods for the market, but when once a footing is obtained the trade is fairly secure. So profitable is it, indeed, that Germany has gone to great expense in establishing steamship lines to compete with Britain, and has succeeded fairly well, while France, Belgium and Italy are reaching out for a share of the trade. British Columbia will especially benefit by the new line in its exports of fruit and fish, lumber and coal, while the import of raw wool should in time become of great value.

The United States now imports \$1,923,000 worth of this product via San Francisco, besides nearly half-a-million worth of tin ingots, a large amount of coal for use along the Pacific coast, and some \$300,000 worth of kangaroo skins. And there is no reason why the immense importation of Australian wool to this continent, now coming through Great Britain to New York, might not some day be brought via Vancouver and the C.P.R., if railway rates could be made sufficiently low to admit of shortening the journey by water. Altogether the new arrangement by the Government is one which opens up wide possibilities in trade, and entitles our Administration to the renewed thanks of the people for their far-seeing subsidy policy of some years ago.

THE MONTREAL GAZETTE, *April 11th, 1893.*

The establishment of a regular steamship service between Canada and New South Wales, the most important of the Australian group, will serve to fairly test the possibility of developing trade between the two greatest colonies of the Empire. Up to the present time not much has been accomplished in this direction. The imports into the Dominion from Australia have been so insignificant in value as not to be deemed worthy of a special classification in our trade returns, consisting principally of wool, of which 1,500,278 pounds of the value of \$264,016 were brought in last year. Our exports to Australia are somewhat larger, though by no means considerable. They have ranged from \$140,000 in 1880 to \$661,200 in 1889, and last year were \$436,600. The principal item of export is lumber in various forms, the sales in 1892 amounting to \$250,445. Then we sent canned salmon to the value of \$89,267, agricultural implements, \$47,000, and pianos and organs, \$29,850. This whole trade does not represent much more than the cargo of a single round voyage, and as the service is to be a monthly one, it will require a considerable increase in traffic to render the experiment profitable. Of course, a goodly portion of the trade of the United States with Australia may be deflected to the Canadian route, and even consignments to and from Great Britain may be sent through the Dominion, which affords the speediest means of communication, and in this way a commerce ample enough to maintain the service beyond the experimental stage may be cultivated.

The total population of Australia by the census of 1891 was 3,809,895, it having just about doubled in twenty years. Victoria is the most populous of the group, with 1,140,405 inhabitants, New South Wales following with 1,132,234. The value of the import and export trade of Australia *per capita* was in 1890 nearly \$90, a figure which appears enormous in comparison with the small population involved when contrasted with that of other countries. But two things must be borne in mind; in the first place these colonies have no large manufacturing, and much of their own raw produce comes back to

them in the shape of manufactured goods, thus swelling both sides of the account; in the second place, the figures include intercolonial trade, and consequently, to take one of the most striking examples, a large quantity of New South Wales wool, which is shipped at Melbourne, is counted three times over, as an export from New South Wales, and as an import to and export from Victoria. The intercolonial trade amounts to from 25 to 40 per cent. of the whole trade, but as much of this is merely transit trade it cannot be determined. The total foreign commerce of New South Wales, at whose capital the new steamship service will have its Australian terminus, was in 1890, £44,660,000 about equally divided between imports and exports. Looking over the principal articles of import of this colony they are found to consist of apparel of £1,027,000, boots and shoes £552,000, drapery £2,196,000, flour £534,000, hardware £621,000, machinery £510,000, timber £405,000, nearly all of which are imported from Great Britain. In some of these items Canada should be able to develop a trade, more especially in articles like boots and shoes, flour and lumber. The exports of New South Wales consist mainly of wool, coin and bullion and coal. To the United States large quantities of coal are annually exported, and of gold exports the United States also takes the largest amount. The wool goes chiefly to Great Britain. New South Wales is a larger importer of agricultural products, such as oats, flour, potatoes, green fruit, etc., which are obtained from the neighbouring colonies of Victoria, Tasmania and New Zealand. The fact that a responsible firm of steamship owners, having influential connections in Australia, is willing to undertake for a year the experiment of a direct service with Canada, implies faith in the success of the venture, and with commensurate effort on the part of Canadian merchants to open a trade with these colonies, a reasonably satisfactory return should be forthcoming.

SYDNEY MORNING HERALD, *April 11th*, 1893.

The project for connecting Canada with Australia by a line of mail and commercial steamers across the Pacific is not a new one. It has been before the Canadian Government for many years, and a couple of years ago it was understood that a Canadian Cabinet Minister was coming to Australia with the object of arranging for this, as well as laying the basis for commercial interchange of the products of the Dominion and Australia. Events prevented his coming, and the idea seemed abandoned for a time. The arrival of Mr. D. E. Brown, the General Agent for the Pacific Railway Company, a report of an interview with whom appeared in our last issue, would seem to indicate that influences in this direction are again in operation in Canada; and as will be seen from another column, Mr. Huddart, of Messrs. Huddart, Parker and Co., has placed before the Canadian Government, and more recently before our own Government, proposals for the immediate realisation of the idea by putting two fast steamers on the service. The reply received by him from the Canadian Government has been a very encouraging one, and will no doubt go a considerable way in commending the matter to the favourable opinion of this Government. This is a subject of a federal character, however, and we have little doubt that it will be considered as such, and it furnishes another illustration of the way in which federal subjects are coming up continually without our having the proper federal authority for dealing with them. Of course if it can be placed on a business basis and shown to contain advantages commensurate with the cost, we shall have every reason to be glad at the opening up of closer communications with our "kith and kin beyond the sea," and with a country possessing so many points of interest to us as the Dominion of Canada. Of the advantages of having an alternative mail route to Europe such as that proposed, crossing the Pacific, and thence over British territory, no one needs to be told. Apart from the possibilities of commercial traffic springing up, another attractive route would be available for Australian and other travellers, and tend to popularise a visit

to these Southern outposts of the Empire. It will be, of course, for those making the proposal and desirous of having the enterprise subsidised to show cause why it ought to have the support of Australian Governments. It is receiving favourable consideration, as we understand, from our own Government; but this is a matter in which there must be joint action, and the terms will require to be such as to meet the interests of all, at least in proportion to the quota of contributions that may be required. Anything that promises to extend the commercial interests of the colonies and open new outlets for their products should be welcomed by all, and if the project can be placed on a sound business basis, the whole of Australia will rejoice in the opening up of closer relations with Canada.

THE MELBOURNE ARGUS, 11th April, 1893.

There is nothing new in the principle of Mr. James Huddart's proposal for a subsidy for a Canadian-Australian steam service, though if there were it would be none the less entitled to favourable consideration. So far from breaking new ground, however, Mr. Huddart suggests that the colonies should do for his line what they have done for the P. and O. and other companies with great success. He wants to make a new connection with the old world, and as the steamers cannot at the outset be self-supporting he puts it to the Governments concerned that they should assist to the amount of £45,000 per annum. Canada has provisionally agreed to contribute £25,000, and it remains for Australia to decide whether or not in the national interest £20,000 should be provided at this end. Incidentally it is, of course, satisfactory that Mr. Huddart has not only made a proposal, but has the steamers ready for the new work if his terms are accepted, but too much importance need not be attached to that circumstance. Taking "occasion by the hand," he offers to connect Canada with Australia by means of new steamers capable of a fifteen-knot service just at a time when special attention is being directed to the North American continent, and when, also, the public mind of Australia is exercised on the question of finding new markets for our produce. The Chicago Exhibition will be the cause of much travelling, and it is not only desirable that visitors from Australia should have a new route open for them, but that encouragement should be offered to European tourists to come on from Chicago to Brisbane, Sydney, Melbourne, and Adelaide. Exhibition traffic should give the project an excellent start, and quickly place it on its legs.

The larger questions of opening up a new market in Canada for Australian produce and of providing an extra mail to England will, however, govern the matter. So far as Victoria is concerned we badly want a wider market than is now at our command. This is, indeed, the hour for enterprise. Every trader knows that the time of depression is the time to push business, and the principle applies to the depressed community

as well as to the individual. Of Canada we know comparatively little, and of Australia Canadians probably know less. Yet both countries are well situated for intercourse. Their resources differ widely, as Mr. D. E. Brown, the special representative of the Canadian Pacific Railway, recently reminded us, and the prospect of a successful trade arising from the establishment of a steam service is very promising. Fortunately there is a healthier opinion current on the value of external trade than was the case a few years ago, and, speaking broadly, the circumstances are altogether favourable for this particular venture. The scheme may, therefore, be commended to the acceptance of the Australian Governments. At the most they will not be very deeply pledged. Mr. Huddart asks for a year's subsidy, and the great merit of a steam service is that it is terminable at a given date without further responsibility to the guarantors. If a cable is laid or railway made an arrangement for working cannot well be terminated in a year or two, but steamers can be taken off a route at any time. This renders it easy for the Government to make the plunge, and, risking little, really test the value of the project. In some respects, indeed, it is questionable whether the subsidy should be limited to one year. A three years' contract would be a guarantee that the vessels would not be run merely to catch the Exhibition traffic. Even in twelve months, however, Canadians and Australians should learn a great deal of each other; trade should be developed to such an extent as to place the future of the line beyond question.

As a mail route the new service will be greatly appreciated if it leads, as will no doubt be the case, to a shortening of the time to London. It is contemplated that with fifteen-knot steamers letters will be delivered in London in thirty-four days from Sydney, but this would, of course, only be the beginning. If the experiment were successful faster steamers would be employed, and ultimately we should have on the Pacific steamers as fast as those that cross the Atlantic. It is in connection with the mail facilities that the financial aspect of the scheme will, of course, be mainly considered. The first thought will be to ascertain what the new line will be worth for mails. Correspondence with America is already large, but the San Francisco service being only a monthly one a large number of letters for the Eastern States are sent via Suez. A

fortnightly connection with the Pacific coast would be established when the Huddart line was opened, and necessarily the American mails now despatched through Europe would then be sent by the Pacific route. Taking that point into consideration it is for the Postal authorities to place a value on the scheme, and the difference between their assessment and the amount of subsidy asked for by Mr. Huddart will be the sum to be paid in the national interest for opening the service. Seeing that Mr. Huddart requires but £20,000 from the Australian colonies, the net amount, after deducting the allowance for postages, would not be very large for any individual colony.

INTERVIEW WITH MR. JAMES HUDDART.

Mr. James Huddart, of the firm of Messrs. Huddart, Parker & Co., who are now negotiating for a special steam service between Australia and Canada, taking Vancouver and Sydney as the terminal ports, was seen last night by a representative of *The Argus* with reference to the scheme. Mr. Huddart says that the matter was taken up on the Canadian side in a broad and statesmanlike spirit, and has been put before the Australasian Cabinets by the New South Wales Government in a thoroughly federal spirit. That was the spirit, too, in which it should be dealt with. Dealing with that phase of the question, Mr. Huddart says, "I consider that Canada has taken up our proposal in a broad and patriotic spirit. As against the £25,000 per annum guarantee given by Canada, Australia jointly is asked to contribute only £20,000. Had the Canadian Government desired to deal with the proposal in any other than a statesmanlike way they might easily have said, 'Why should we pay £25,000 for a service with Australia from which our western ports, and even the United States, will derive a much greater benefit than our eastern ports?' I must say that I am proud of the way in which Canada has taken up this project. I met a number of her representatives at the congress of the chambers of commerce of the empire, held in London, and they gave me the impression then of being men of action and men of courage, and their attitude in this matter has confirmed that impression.

Should we in Australia deal with this matter in any other than the federal spirit, we shall exhibit, I venture to say, great lack of statesmanship. Canada is plucky, and I hope Australia has not quite lost her pluck."

Is the scheme, then, imperilled by intercolonial jealousies?

"I hope not, but so far as I can see at present it is essential that Sydney should be the terminal port on this side. That is purely an outcome of the natural conditions, and it is no use fighting against geographical difficulties. If Queensland were to ask the P. and O. or Orient boats to-morrow to make Brisbane the starting point for a mail service with Great Britain they would immediately say that no subsidy in reason would justify such a step. The essence of the contract with Canada is speed, and even if the ships called here they would not carry the mails around since those would, following the usual course, be taken overland by the Sydney express."

What would be the difference in freights between Sydney and Melbourne?

"I have already promised that so far as goods are concerned, they will be carried to Vancouver at the same rate from the port of Melbourne as from the port of Sydney. This, I think, is a large concession, seeing that there is nearly 600 miles of a difference in water-way between the two places. Taking this fact in connection with what I have already said about mails going overland, it will be seen that there is only a trifling advantage to Sydney as against Melbourne in the proposed arrangement. To make Melbourne the terminal port under the circumstances would be uncommercial, and Victoria would hesitate to pay the increased price which would justify such a step being adopted. Taking all things into consideration, it could only be done at a cost nearly double that which the united colonies are now asked to pay."

How has the scheme been received in the city?

"To-day I have had a great deal of encouragement from mercantile men. One large wine and fruit grower pointed out, for example, that Canada at present brings grapes from Spain packed in cork dust. With the difference in the seasons we might expect to develop a good trade in fruit alone. This gentleman states, too, that if the service should be established, he intends sending wines to Canada by the first boat. Another gentleman pointed out that we are sending to England £400,000

worth of butter per annum—a trade all worked up in a remarkably short time and that the whole subsidy required for this service is only 5 per cent. on one such item, omitting all reference to the probable reductions through postage.”

Is the Melbourne Chamber of Commerce favourable to the proposal?

“I hope to secure the co-operation of all the Australian chambers, but naturally, as blood is thicker than water, and I have been associated with Victorian interests for the last thirty years, I look for strongest support here. I may be pardoned for saying that the enterprise is worthy the widest support. Even should we secure the subsidy we have asked for, I may point out that a very heavy responsibility will still rest upon us in connection with the undertaking.”

Mention has already been made of the attractions of the Canadian route to Australians visiting England. What are the prospects in the other direction?

“I am glad you have asked the question. Take in the first place the natural passenger traffic from Canada and the United States alone. There is a large leisure class in Canada and the northern states who spend many of their winters in France and the southern part of Europe. With the facilities for travelling west offered by such boats as the *Miowera* and *Warrimoo*, I am confident that a great many of this leisure class would visit Australia. As showing the desire in Canada to obtain as much information as possible on Australian affairs, I have to-day received a cable message from our representative in Ottawa asking on behalf of Mr. *Bowell*, the acting Canadian Premier, that we should forward all the latest commercial statistics, and such information as is usually contained in year books. Dealing still with the passenger traffic, I may point out that our agents in America will, if the necessary encouragement to promptly open the service be given, bring the attractions of the Canadian Pacific Railway and a sea trip from Vancouver to Australia via Honolulu before visitors to the great exhibition at Chicago, so that many may be induced to go home via Australia. A special traffic of this character at the outset would greatly help to popularise the route, and to advertise the colonies as well. We want advertising, too. I think even the working man has now come to the conclusion that it is a fallacy to keep people out of Aus-

tralia by not offering them the fullest inducements to come into it."

What view do Canadians now resident in Australia take of the prospects?

"They are very enthusiastic about it, and sanguine that the service will be a great success. The wonder, in their opinion, is that it has not been dealt with before. They consider that a market will be found in Canada for nearly all our staple products, as well as many lesser things in which facilities for cool storage will give Victoria special advantages as against the other colonies."

How soon do you expect definite information from the different Governments on the question of the subsidy?

"That is difficult to say, but the sooner the better. There is a great deal in a good start, and, as I have already pointed out, it is desirable to make a start while the Chicago Exhibition is yet in progress. We could provide luxurious accommodation for a large number of saloon passengers. You know what the *Miowera* and the *Warrimoo* are. Lord Hopetoun, who travelled by the *Miowera*, declares that for sea kindliness and comfort she was one of the best boats on which he has ever voyaged. He was certainly not hard to please, for he would not allow us to offer him any other than the ordinary accommodation. In conclusion, I may say that the chief difficulty in the way is that those concerned may take the small view of declaring that such a service as we propose would give Sydney special advantages as against Melbourne. Once before we took the same view in making it compulsory that Melbourne should be made the chief port for the mail boats, but enlightenment came in due course, and in this instance we hope too that the little local view will be lost sight of in the presence of wider federal interests."

THE TIMES (London), *May 19th*, 1893.

(BY CABLE).

SYDNEY, May 18.

The S.S. "Miowera," the pioneer vessel of the new service between Australia and Canada, sailed to-day for Vancouver. Mr. F. W. Ward was on board as the representative of Messrs. Huddart, Parker & Co.

THE TIMES, *May 23rd*, 1893.

It is pleasant to be able to chronicle an item of news from Australia which is wholly satisfactory. On Thursday last the steamship "Miowera," the pioneer vessel of the new service between Australia and Canada, sailed from Sydney for Vancouver. A correspondent in *The Times* has recently described the events connected with the establishment of a line of steamer communication between the Dominion of Canada and Australia, and has drawn attention to the advantages which it is expected will follow the opening up of direct commercial relations between the two great groups of British colonies. Mr. Hogan, one of the most recent recruits to the ranks of the Irish party in the House of Commons, is apparently not forgetful of his long connexion with the Antipodes, and has developed a praiseworthy curiosity to learn if the Imperial Government is willing to assist in maintaining this new line of communication by granting an Admiralty subsidy to the steamers engaged in this service as armed cruisers. The steamers that ply between Vancouver and Japan are already in receipt of a subvention of this kind, and as the two steamers which have been fitted out for the Australian-Canadian service are extremely fast vessels, it is to be hoped that the Admiralty may see its way to subsidize the new line. This is the more to be desired as at this particular moment it is almost hopeless to expect the Australian colonies to imitate the example of the Dominion Government, which has promised a subsidy of £25,000 a year to the new service.

