

### The Granby Smelting Co.

The announcement which the REVIEW made several months ago, when Mr. S. H. C. Miner was on a visit to British Columbia, that Mr. J. J. Hill had acquired control of the Granby concern, turns out to have been quite correct, and on his recent return from the West Mr. Miner himself has confirmed the report. As to the effect of this important move on the fortunes of the Granby smelter, the principal result will be a reduction of 25 per cent. in the cost of transportation, amounting to at least \$150,000 a year, and there would seem to be no ground for complaint, as the large amount which is invested in the railway enterprise is a guarantee of permanency. There is, however, another side to the question, and one which is wider-reaching in its effects than the interests of the Granby shareholders, and that is the fact that this latest acquisition of the Great Northern Railway is but one link in the chain by which Mr. J. J. Hill is seeking to bind the mining and smelting interests of Southern British Columbia to the Great Northern transportation system. Already arrangements have been concluded for the shipment of Boundary ore in considerable quantities to the Northport smelter, over the new Phoenix and Grand Forks branch. This will be the main factor in yielding a probable profit to the hitherto profitless V. V. & E. Railway, but it will also tend to perpetuate the smelting of Canadian ores on American soil. The distance from Phoenix to Northport is in the neighborhood of 150 miles, and it is stated on good authority that a rate of 50 cents a ton has been made by the railway, although that rate would not cover the actual costs of transportation, and therefore may only be temporary, still it shows the competition with which Canadian railways will have to contend. The control of the largest ore bodies in Southern British Columbia may lead to the smelting of their output across the line, and the enriching of the transportation company which enjoys the longer haul. Another important consideration which must not be lost sight of is that every ton of freight of which Canadian railways are deprived by American competition lessens the ability of the Canadian roads to meet the demands of their customers for lower rates, and thus may retard the development of the province. We are not of those who decry healthy competition, nor consider J. J. Hill a "bogey" man, but we can clearly see that there is a struggle in Southern British Columbia between a Canadian and an American transportation company in which the natural aim of each must be to establish industries on its native soil, and for that reason Canadian interests require special protection, since the enormous disproportion of population and development renders the conflict an unequal one, in which the Canadian interests are bound to suffer defeat by sheer force of circumstances if left to themselves.

### Extension of the Lead Bounty Act.

The text of the Order-in-Council which permits the application to exported lead ores of any unappropriated portion of the bounty on lead is as follows :—

At the Government House, Ottawa.

18th day of August, 1904.

Present—The Governor-General in Council :—

Whereas by clause 3 of the Act 3, Edward VII., Chap. 31, intituled "An Act to provide for the payment of bounties on lead contained in lead bearing ores mined in Canada," it is provided that if at any time it appears to the satisfaction of the Governor-General in Council that the charges for transportation and treatment of lead ores in Canada are excessive, the Governor-in-Council may authorize the payment of bounty at such reduced rate as he deems just on the lead contained in ores mined in Canada, and exported for treatment abroad, and

Whereas, it appears that the lead smelters in Canada are unable at present to treat the whole of the lead ores mined in Canada, except at an excessive rate :

Therefore, the Governor-General-in-Council is pleased to order that, after the payment of the full amount of bounty payable under the Act above referred to and amendments thereto, upon lead ores mined and smelted in Canada, and dating from the 1st day of April, 1904, until the 30th day of June, 1905, a rate of 50 cents per 100 lbs. of lead contained in lead-bearing ores mined in Canada, and exported for treatment to Europe, shall be paid, provided that the quantity of lead upon which such bounty shall be paid shall not exceed 11,000 tons of 2,000 lbs. in any one fiscal year.

(Sgd.) JOHN J. McGEE,

Clerk of the Privy Council.

It will be noted that the provisions of the order restrict the amount to be exported to 11,000 tons of lead, and prescribe the importing port to be in Europe. Ore sent to the United States smelters will not, therefore, be entitled to the bounty.

### Canadian White Lead.

Mr. Barber, of the Carter White Lead Factory, Chicago, when seen in Montreal lately, stated that arrangements had been completed for the establishment in Montreal of a large lead corroding industry. Satisfactory arrangements have been completed with the Canadian Pacific Railway for the carrying of the product from the British Columbia mines. In this connection the REVIEW is able to say that the old Delorimier Avenue shops of the C.P.R. have been secured for premises, and that the first car load of lead, sent to the Carter Company at Chicago, was so satisfactory that the Carter people wrote to Mr. W. H. Aldridge, manager at Trail, B.C., as follows :—

"We might mention that we were extremely well pleased with the results obtained from this car of electrolytic lead; in fact, the product was noticeably whiter than that produced from refined corroding lead we are in the habit of purchasing. The amount of tailings was also less than is usual. We sent a sample of lead to a chemist at Racine, Wis., and his analysis is as follows :—