

# THE COMMERCIAL

The recognized authority on all matters pertaining to trade and progress in Western Canada, including that part of Ontario west of Lake Superior, the Provinces of Manitoba and British Columbia and the Territories.

**Nineteenth Year of Publication**  
ISSUED EVERY SATURDAY.

Subscriptions—Canada and the United States, \$2.00 per annum in advance, or \$2.25 when not so paid; other countries, \$2.50 in advance.

Changes for advertisements or stops should be made not later than Thursday morning.

Advertisements purporting to be news matter, or which purport to express the opinion of this journal, will not be inserted.

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Publisher.

The Commercial certainly enjoys a very much larger circulation among the business community of the vast region lying between Lake Superior and the Pacific coast than any other paper in Canada, daily or weekly. The Commercial also reaches the leading wholesale, commission, manufacturing and financial houses of Eastern Canada.

WINNIPEG, AUGUST 24, 1901.

## CANNED GOODS AND THE PUBLIC HEALTH.

The Dominion department of inland revenue has been looking into the matter of the use of canned foods in Canada and their effect upon the health of the people. This investigation was prompted by recent newspaper strictures upon the quality of goods supplied the Canadian people. The department sent out 4,318 circulars to medical men throughout the Dominion asking for their experience with cases of illness arising out of the use of canned goods. Out of 1,333 replies received, 1,059 answered that they had not met with any cases of such illness and 251 answered that they had. Most of these affirmative answers were from Ontario and Quebec points. The conclusions of the department as a result of its enquiries are as follows:

Imported canned goods should also be subject to inspection. Vessels of glass or earthenware should be used instead of tins or cans. The date of filling and the name of the factory and its proprietor should be stamped on the tin itself. Purchasers should use up the contents of cans within 24 hours after opening. The sale of canned goods should be prohibited after a certain lapse of time from the date of their manufacture. The periods suggested vary from six months to two years. Canned goods should be kept in cold storage and never stored on grocers' shelves or exposed to the sun's rays or any high temperature. Such treatment of canned goods should be prohibited by law. Judging from the replies received from physicians, the number of cases of disease apparently attributable to the use of canned goods would average about 1.5 per annum in Canada in an average period of about seven years. A total of fifteen cases terminated fatally. From a close analysis, the department find there is nothing in the canned salmon trade to justify newspaper strictures which were brought to its notice."

## THE STEEL STRIKE.

The big steel strike now on in the United States is giving students of industrial economy an opportunity to study the effects of a war between two first-class industrial powers in a way which will without doubt redound to the good of both capital and labor after the noise and smoke of the battle has cleared away, no matter how disastrous the effects may be upon the parties immediately concerned. Opinion as to the probable outcome of the strike varies according to the per-

sonal leanings of the individual, but one thing seems certain and that is that both elements in the dispute will be taught to respect the powers of the other in a way which has never been done heretofore. They will also be caught how terribly destructive the power they have drawn to themselves by their organizations may become when used as they are being used at present.

The order to strike has been pretty generally obeyed by the men and it is estimated that counting the union men on strike and the non-union men who have been thrown out by the closing down of mills upwards of 70,000 men are now out. If the wives and children of these men and others who may be dependent upon their earnings for a living are added to this number it will be seen how great an army of people have been directly deprived of their livelihood by the strike. Then to these must be added the further number of those employees of stores and other places of business who have been laid off from their work owing to stagnation resulting from the reduced purchasing power of the workmen. The number of these is said to be quite large already and is daily growing larger. Besides this it is reported that a number of the factories and workshops which depend upon the iron and steel mills for their raw material have been obliged to close down for want of material to work with and the circle of these is daily widening. This is the immediate effect of the strike upon labor.

Its effect upon the capital concerned is scarcely less disastrous. The stock of the steel trust fell off badly after the strike had been declared and many small shareholders worked themselves into almost a panic in their anxiety to sell. If it had not been for powerful support from the Morgan interests this state of things would have continued indefinitely, and as it was, the stock had to be bought by these men as fast as it offered in order to keep the market from going to pieces entirely. They have succeeded in stemming the tide for the meantime, but it is only because the public has some confidence in their ability to buy all further stock which might be offered. Let that confidence be once shaken and the steel trust will crumble to ruin.

The effect of the strike upon the country at large has been to administer a decided check to the expansion of United States trade about which we have heard such a great deal of boasting of late. The billion dollar trust which was expected to place such tremendous power in the hands of American manufacturers that no foreign competition could hold up against it, has brought with it also a tremendous weakness in that the industries concerned are more vulnerable to the attacks of trade unionism. Now the action of a single committee representing the workmen concerned may tie-up practically the whole industry of the country and destroy at a blow the export business which has been during a long series of years so carefully built up.

## Fyfe Wheat.

With all the old varieties of wheat that we have in Canada, and numerous new varieties which are constantly being produced, we have nothing yet to compare in flour making quality with Fyfe. The Ontario Agricultural college has made a series of experiments with ten bushel lots showing that the flour from the Fyfe wheat was graded five points higher than any other sample in point of quality, though one other variety gave a still larger return in point of quantity of flour. The test included both winter

and spring wheats. The wheat giving the largest quantity of flour was a winter variety called Turkey Red. Evidently the wheat has yet to be discovered that could be safely adopted to supplant the famous Fyfe variety.

## Strawberry Crop Brings in \$85,000.

H. F. Davidson, of the Davidson Fruit Co., and G. J. Gessing, secretary of the Hood River Fruit Growers' Union, have furnished the following facts relative to the 1901 strawberry crop:

"These two shipping concerns this year shipped 32,000 crates of the 40,000 crates of strawberries shipped from Hood River, or four-fifths of the entire crop. They shipped 33 straight carloads under refrigeration, and between 15 and 20 cars by express, or about 50 cars all told. The cash returns to the growers for their 40,000 crates amounted to about \$85,000. A deduction of \$25,000 for cost of picking and crates leaves the growers about \$60,000 above all expenses. The entire acreage in strawberries in Hood River valley and White Salmon is about 350, which would make the average net to the grower above all expenses something over \$160 per acre.

The output of Hood River strawberries should be gradually increased until we have three or four times as many as we have now. The markets are taking more each year than they did the previous season, and there will be no trouble about the markets increasing with the production. There was no market this year that got all it asked for. Both the Fruit Growers' Union and the Davidson Fruit Co. made several sales of strawberries for shipment to the Klondike country, and the berries were reported as arriving there in good condition, and selling at \$5 per pound box."

## Hood River Strawberries.

Wherever one goes in the Northwest at the proper time of the year, in spring, he will find in all the stores of every neighborhood one sign: "Hood River Strawberries." Underneath that sign are gathered in crates some of the most tempting sights in beautiful strawberries that a person ever beholds. In little square boxes, holding just about a pound each, or a little less than a quart, are arranged in regular rows, just like apples, face side up, large, handsome, firm dark red berries, of most inviting appearance. All crates are packed alike, all boxes faced, all berries the same color, one variety only—everywhere alike, every day, all the season. That sign wherever displayed settles the fate of every strawberry from every other part of the country. No other berry can be sold with favor but this one variety, and from but one place—the true home of its adoption—Hood River, Oregon.

There are certain peculiar merits connected with this berry—and the locality where raised—which makes it unlike any other variety, so exceedingly difficult of imitation or of competition that it constitutes a chapter in horticulture very remarkable. This variety is called the Clark's Seedling. It has been tried in other places, west and east, in other soils and other climates, but has none of the characteristics it possesses when grown here. The same variety is not like itself when removed from here to any other section.

The demand exceeded the supply. Markets that wanted them could not be supplied, and had to go without. Commission men who wanted them on commission were told that nothing left this place except when paid for in advance or guaranteed. Dealers who wanted to beat down prices were told that if they were not good to stick by prices first given they would not get any. The dealer had to be good to the grower, or he got no fruit. Never before was the grower king of the market. Orders were turned away. Not enough were raised.

What is it that gives this berry its excellence here no one knows. It is unexplained. Whether soil or climate no one can tell. The berry is not the same elsewhere. It carries for distances of 1,000, 2,000 or more miles safely and holds firm to the end. Its flavor equals its reputation. This place is sixty-six miles east of Portland on the O. R. & N. railway.

Imagine a beautiful valley, with the grand and beautiful Columbia flowing across its northern end, and through

its centre another river—Hood river—flowing down from Mt. Hood; standing in the centre, among farms of fruit and amid pine groves, you look south and behold one lofty snow-white peak—Mt. Hood—but few miles away, and then turning north another lofty snow-white peak—Mt. Adams—and on either side ranges of lesser height covered with the green verdure of forest pines or firs, and before you farm after farm of fruitfulness and beauty for Hood River apples are as famous as Hood River strawberries.—Henry T. Williams in Practical Fruit Grower.

## Mineral Development in the Urals.

Although the existence of valuable marble has long been known in the southern portion of the Ural Mountains, they have not been worked until within the past year. Two quarries, in which 150 workmen are employed, have been opened within two miles of the Samara-Zlatoust railway, and considerable quantities of yellow, green, gray, black and white marble have been taken out. The white marble is being used in the construction of the Alexander III Museum, at Moscow. The veins are said to be between three and four feet thick; but, owing to lack of improved methods, a large percentage of the marble is broken. Green and brown Jasper is also mined in the neighborhood of Zlatoust; the largest works are in the village of Medvedovo. This stone is used for tables, wash basins, handles for knives and forks, is susceptible of a high polish, and is equal to the well-known Ekaterinburg stone. A colossal deposit of magnesite, containing 50 per cent of oxide of magnesium, has been found in the well-known "Volchka Gora" (Wolf's Mountain), within five verstas (33 miles) of the railway. The remainder is acid carbonate calcium, dolomite, and grit stone. This mountain has been leased by the government to private persons for twenty-four years. Ten verstas (6.3 miles) from the Sulea station, on the Samara-Zlatoust railway, millstones and whetstones are worked, on a lease from Bashkir peasants, by a company at a rental of 10,000 roubles (\$5,150) per annum. Iron and bog ore is mined in the same district, known as "Nikolsk"; this had a good sale at the Nizhni-Novgorod fair. Copper ore is being mined by private companies near the Taganay Mountain.

## Freight Rates.

R. P. Kithet & Co. say in their circular of August 1: There has been very little grain tonnage available for early loading and the charters effected have been few. Rates are somewhat higher at the close of the month, with indications that the high figures, now quoted, will be maintained for some time to come. In lumber rates there is a slight reduction without any active enquiry. We quote freights as follows: Grain—San Francisco to Cork, f. o., 35s. 9d. to 40s; Portland to Cork, f. o., 40s. to 41s. 3d; Tacoma and Seattle to Cork, f. o., 40s. to 41s. 3d. Lumber—British Columbia or Puget Sound to Sydney, 40 to 42s. 6d; Melbourne or Adelaide, 41s. 6d. to 50s.; Port Pirie, 46s. 3d. to 47s. 6d; Fremantle, 55s. 9d. to 60s; Shanghai, 45s. 9d. to 50s; Kiao-Chau, 50s. to 52s. 6d; Taku, 55s. to 57s. 6d; Vladivostok, 47s. 6d. to 50s; W Coast, S. A. 55s to 57s. 6d; South Africa, 65s. to 67s. 6d; U. K. or Continent, 75s to 77s. 6d.

## Ocean Grain Freights.

Business in the ocean grain freights has been exceedingly quiet of late, owing to the fact that the recent sharp advance in prices for all lines of grain at American centres has checked exporters from doing any business to speak of, with foreign houses. The following rates are being asked by agents but they would likely be shaded in order to do business: Liverpool, 1s 3d; London, 1s; Glasgow, 1s; Avonmouth, 1s 9d; Manchester, 1s 3d; Hamburg, 1s 6d; Antwerp, 1s 6d; August; Leith, 1s 9d September; Dublin, 2s 3d; Belfast, 1s 6d August; and Cardiff, 1s 9d September.—Montreal Gazette.

Another harvest excursion train arrived at Winnipeg on Wednesday containing 300 passengers. These were mostly from the lower provinces.