

# 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.**

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

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D. W. BUCHANAN,  
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, DECEMBER 29.

## THE COMMERCIAL.

With the last issue of The Commercial for the year 1900, and also the last issue for the nineteenth century, the publisher would take occasion to return thanks to all the patrons of the journal both advertisers and subscribers. Although business prospects in Western Canada were somewhat dampened by the poor crop this year, the year has not been altogether unsatisfactory. Some advancement has been made, The Commercial, in common with many other business institutions, has enjoyed a fair measure of prosperity. In point of circulation, a considerable gain has been made during the year. The Commercial covers the country so closely that increase in circulation is practically limited to the increase in the number of business establishments in the West. Under these conditions the circulation of the journal can expand only as the country develops, and the few hundred names added to the list during the past year is therefore satisfactory, and sufficient to show that progress is being made in the right direction.

While the circulation of the journal has been considerably increased during the year, throughout the West, our advertising patronage has been, perhaps, a trifle under 1899. The difference, however, is not material, were it not that the cost of the publication has continually been increasing, owing to the efforts of the publisher to send out a paper which will do credit to the commercial interests of this trade centre. During the past year, The Commercial has been changed in style of make-up to a more modern form, and the paper has been very materially enlarged. Improved telegraphic service has been secured and additional correspondence arranged for. It is the intention of the publisher to continue to improve the journal in this and other directions just as fast as the financial resources of the business will permit off. The cost of publishing The Commercial, owing to its special features in telegraphic reports, illustrations, etc., now probably exceeds that of any other weekly trade paper in Canada. This, in view of the comparatively limited field which the journal has to operate in, is significant. In view of these facts, and in consideration of the importance of the journal to the business interests of the city, we believe The Commercial will easily maintain the position during the coming year which it has held in the past.

In the opinion of its patrons. While at times it has appeared to the publisher that the journal has not received as generous support as its importance to the trade of the city would warrant, yet we have no complaints on this score. Business is business, and The Commercial is a business enterprise. While we believe the journal is the most important factor in drawing trade to this centre, we look for business not on a basis of sentiment, but because we believe it is profitable to those who take advantage of the opportunity thereby afforded to increase their trade. Of course if all or nearly all the eligible institutions in Winnipeg were represented in The Commercial, instead of only about half of them, as is usually the case, a much better showing for the city would be made, and the increased revenue would enable the publisher to further improve the journal. Those not acquainted with the city, are likely to measure the extent of its wholesale trade by the number of advertisements appearing in the trade paper.

### Budget from Boundary District, B.C.

Special to The Commercial.

Up to December 1, there had been smelted at the Granby smelter, at Grand Forks, Boundary district, about 48,000 tons of ore. The first furnace was blown in on August 21, and the second on October 13. Each furnace has been in continuous operation ever since it was started. As the ordinary daily run is from 600 to 650 tons, it is estimated that about 20,000 tons will be the total for December. This will make the aggregate for rather more than four months about 68,000 tons. Nearly all of this ore is from the Old Ironsides, Knob Hill and Victoria mines, situate at Phoenix, about 17 miles from the smelter, mines and smelter being connected by the Canadian Pacific Railway company's Columbia and Western railway, which was built into the Boundary district during 1899. Shipments of ore from these mines to the smelter commenced on July 11. Until August 24 five 30-ton cars per day were shipped. From August 24 until October 16 ten cars per day were sent out. On October 17 shipments were increased to 20 cars daily, and this output has since been regularly maintained. The latest announcement is that the ore trains, which have hitherto included only 10 cars each, have been increased to 11 cars, or 22 cars daily. Including an extra train run on one day in November the aggregate tonnage to the end of December will stand about as follows:—

	Tons.
For July .....	3,150
For August .....	5,550
For September .....	9,000
For October .....	13,800
For November .....	18,300
For December .....	19,500
Total .....	69,600

Besides this ore much smaller quantities have been received at the smelter from other mines, say 10,000 tons in all. The ore is reduced to a matte containing 50 per cent of copper. Most of this matte goes to New York to be refined in Eastern States refineries, and the remainder to Swansea, Wales. The first matte was shipped on August 29. Between 1,700 and 1,800 tons of matte had been sent out by the middle of December. November was the first month during which both furnaces were in operation for the full month, and during that period 18,050 tons of ore was smelted and 704 tons of matte shipped. Although the nominal treatment capacity of the furnaces is only 250 tons each, owing to the singularly favorable character of the ore, which is self-fluxing, as much as 704 tons of ore have been run through the two in 24 hours, this constituting the record run to date. The importance of this industry—which is as yet only in its infancy—to the Boundary district cannot easily be grasped by those not familiar with it. Two more district smelters will be in operation early in the new year, plant and machinery for both having arrived at Greenwood and are now being installed. Other producing mines in the district are the B. C., which has sent out more than 16,000 tons of ore to date, and the Mother

Lode, which is now being equipped with the largest power plant yet sent into the Boundary district and which will two or three months hence be putting out about 300 tons of ore daily. The Mother Lode mine and smelter are owned by the British Columbia Copper Co., Ltd., of New York, which recently had an unique experience so far as mining companies operating in British Columbia are concerned, its 35 shares having sold freely on the New York and Boston stock exchange's up to \$20.50 per share.

The first meeting of the board of license commissioners for the Boundary Creek license district, appointed under the provisions of the "Liquor License Act, 1900," was held at Grand Forks on December 15. The Act applies only to those portions of the province that are not situate within the limits of any municipality, so that the commissioners of the various license districts have nothing to do with the granting of licenses to sell intoxicants in incorporated towns. Notwithstanding this restriction there were forty-five applications before the local board on the date above named. Of these only four were for new hotels, this being a much smaller proportion than during the year 1899. Hitherto licensed houses have not been under much supervision other than the annual inspection, but on this occasion the board ordered the withholding of the license in several instances until such time as the premises to be licensed shall have been thoroughly cleaned and repaired.

A repository for the sale of the manufactures of the Canada Carriage company, of Brockville, Ont., is to be opened at Grand Forks, by Ed. Davis, of the firm of Jeff Davis & Co., merchants, of that town. Mr. Davis intends pushing sales throughout the Boundary district.

The Eureka Cigar Manufacturing company, of Drummondville, Quebec, has opened an agency in Grand Forks. The manager, A. J. Bloomfield, is not confining his attention to the Boundary district, but is obtaining business as far east as Fort Steele, in the East Kootenay district.

The firm of Harvey & Robins have dissolved partnership in their Greenwood livery business. W. O. Robins has retired from the business, which is now being carried on by W. A. Harvey. Mr. Robins is now visiting Manitoba, but will probably return to the Boundary district in the spring and re-enter the livery business, starting in one of the newer towns further west than Greenwood.

Geo. H. Collins, known to many in Manitoba as managing director of the Brandon and Golden Crown Mining company, owning the Golden Crown mine, near Greenwood, has sold his considerable interest in the Greenwood Electric Company to F. J. Finucane, manager of the Greenwood branch of the Bank of Montreal. Mr. Collins was one of the original promoters and a director of this company, which supplies the towns of Greenwood and Phoenix with electric light.

V. Monnier, wine and spirit merchant, for several years located in Cascade City, is removing his business to Phoenix.

The Yale-Columbia Lumber company some time since placed a small saw mill at Long Lake, some eight miles distant from Greenwood, for the purpose of cutting lumber for the Jewel mine in that vicinity. There has been an unexpectedly long delay in resuming work at the mine and in erecting buildings for a reduction plant, so the mill was not used. Later the English company owning the mine purchased the saw mill, and as a road is now being graded from the mine to the stamp mill site, it is thought the saw mill will shortly be working.

W. M. Law has gone to the coast cities to endeavor to sell stock in the proposed Law-Russell-Caulfield Joint Stock company, particulars of which have already been published in The Commercial. It is not yet known whether or not the projected amalgamation of these three mercantile concerns will be carried to a successful issue.

J. S. Clute, inspector of customs for British Columbia and the Yukon, has just completed a thorough inspection of the bonded stores and audit of the accounts of the customs offices in the Kootenay and Boundary districts. He was accompanied and assisted by C. E. Renouf, customs appraiser for the port of Dawson, who is spending the winter in Southern British Columbia.

A Grand Forks store window has one of its show windows filled with prunes grown and dried in a neigh-

boring orchard. Several years ago an enterprising pioneer planted some 40 acres of his ranch with apple, prune and other fruit trees. These are now in full bearing and include a thousand of the finest prune trees to be found in British Columbia. The apples are in much favor for dessert purposes in the large hotels of the Boundary district, and the prunes are pronounced to be equal in size and quality to those imported from California. The success achieved by this fruit grower has encouraged others in the district to plant orchards, and there is a prospect of there being a considerable local supply of fruit two or three years hence towards meeting the large and increasing demand there is in the district towns and mining camps.

## THE DAIRY TRADE

### UNIFORM PACKAGES.

One of the disadvantages of our dairy trade is the great variety of packages used for handling butter. Tubs of all sizes from ten or twenty to sixty pounds are found in every shipment, while boxes are also used. Greater uniformity in size would be an advantage. Small packages are not desirable for shipping east, where the bulk of our dairy butter must go. A certain number of small packages of choice, fresh goods can be handled for near-by points, or for western trade but the great bulk of the make should be put up in large, uniform packages. There is good reason for this. The butter will keep better in the large packages, as it is in the form of a larger, solid mass, with a proportionately smaller surface exposed. Where butter is held, the exposed surface will lose flavor, and with small packages this trouble is intensified. The shrinkage in weight is also greater, proportionately, with small packages.

It would probably be an advantage if it could be arranged to have creamery butter packed in boxes, and dairy in uniform tubs, thus making a convenient distinction between the two classes.

### Live Stock Trade Notes.

During the shipping season recently closed 5,681 head of cattle and 198 horses were shipped from Maple Creek district, Assiniboia. It is figured that about these cattle and horses realized about \$250,000 in cash to the producers. Besides cattle and horses Maple Creek produces sheep and wool to a large extent.

A Tacoma dispatch says: Horse buyers announce here that good work animals, broken to harness, are getting to be very scarce throughout the northwest. Many horses have been shipped to the Philippines. Before the war these horses could be bought for \$60 to \$100, while now they are bringing as high as \$200. Cavalry horses of lighter weight cost the government from \$90 to \$130 each.

### Railway and Traffic Matters.

Hon. A. G. Blair, Dominion minister of railways and canals, made a significant allusion in his speech at the banquet tendered to C. M. Hays in Montreal, two weeks ago. Mr. Blair observed that it seemed to be taken for granted in some quarters that the future of the Canadian Northwest was unalterably bound up in one company, but he challenged that conclusion, and predicted before fifty years there would be a dozen railways opening up that country. Why, he asked, should the intercolonial be forced to stop at Montreal, and not be carried to the great lakes, and even to the Pacific coast?

A report from the western range early this week, says: Ranchers are rejoicing on account of the fine weather. There is no snow, the chinook winds having melted what little there was, and cattle are as fat as in mid-summer.

A report from Port Arthur says: The Great Dog Falls, over which the drainage of 1,200 square miles of territory passes, are to be developed and converted into electric power, and the power transmitted to Port Arthur by wire. The falls are in an air line about 25 miles from Port Arthur, and, according to estimates, are capable of giving electric power of from 3,000 and 5,000 horse power the year round.