

# THE COMMERCIAL

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

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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, MAY 4, 1901.

## OUR LEAD INDUSTRY.

The papers the other day reported the shipment of a cargo of Canadian lead concentrates from St. John for

stages. What is required is a refinery for the final reduction of the product of our smelters. This would evidently require some assistance on the start, but would undoubtedly soon become a profitable industry. With the lead refinery the other industries of manufacturing dry white and red leads, etc., would no doubt soon follow. Our customs tariff on lead and lead products, which was fixed at a time when conditions were different from what they are now, would require re-arrangement to meet the requirements of the case, if an attempt is to be made to follow up the opportunities for the development of a great lead industry in Canada.

## UNREASONABLE OPPOSITION.

A great deal of unreasonable opposition seems to have been shown in Parliament at Ottawa against the application of the Canadian Pacific Railway to extend the Stonewall branch of its system in Manitoba. It is difficult to account for some of this opposition, except on the ground of prejudice or malice. It is quite true that a great many very good people, in the ordinary sense of the term, are sometimes subject to both these weaknesses, for a weakness it undoubtedly is. Well balanced, intelligent persons, such as we should expect to find in members of parliament, should,

continental railway. What would it be?

But aside from this somewhat sentimental view of the case, there is a reasonable and businesslike view of the matter which should govern all cases of this kind. When the Canadian Pacific Railway asks for power to develop a valuable section of country which is not served by any other road, thereby promising to add largely to the wealth of Manitoba in particular and the Dominion in general, it seems almost beyond comprehension that a set of men who are supposed to be delegated by the people to serve and conserve the interests of the country should deliberately endeavor to block such enterprise. Whether such action be caused by prejudice, malice or a desire for popular favor, it is quite unworthy of men who aspire to positions of trust in the service of their country.

## Manitoba Dairy Act.

The new Manitoba act respecting the branding and sale of dairy products, to which reference was made last week, will seriously interfere with trade in dairy products if enforced in its entirety. The act provides that packages of butter and boxes of cheese, either factory or private make, must be branded by the makers, showing name and address, and also the words "dairy butter," "creamery butter," "home dairy cheese," "full cream cheese," etc., as the case may be. It is further provided "that every person, firm or corporation who ship butter or cheese from

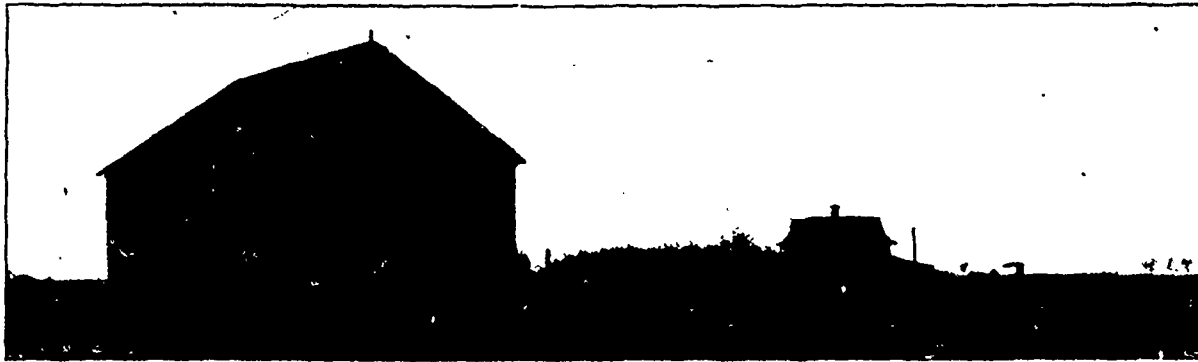
flour of its own manufacture the Hudson's Bay Company is able to supply its local and export trade, and its trading posts in the Bay. These latter are in this case reached via the Canadian Pacific Railway Company, across the sea by the Atlantic liners and back again by the company's Bay ships, thus competing successfully with flour made in England, and heretofore bought there by the company.

## Railway and Traffic Matters.

A rate war is on between British Columbia points and Skagway. The Canadian Pacific Railway has cut its rates from \$25 to \$10, while the steamer Amur advertises a first class passage at \$6. The rates to Northern British Columbia points have been reduced from \$5 to \$1.

The railway passenger rates to the Pan-American exhibition about which there have been so many anxious enquiries of late have not yet been fixed so far as Winnipeg and all points on this division of the C. P. R. are concerned and it now looks doubtful whether there will be a special rate made or not. The railway companies do not seem to be able to agree upon this matter at all and it may turn out that each road will have to make its own rates and arrangements. The prospects are that passenger traffic to the east will be very heavy this year as a great many people have been planning to attend the show at Buffalo.

The Canadian Pacific Railway company intends making a big effort to open up a Russian market for Canadian manufactures and products. President Shaughnessy's trip to Europe has something to



Manitoba Farm Homes—Buildings of Wm. Cox, Stockton

Antwerp. This is a feature of Canadian trade that is not very satisfactory. We are sending abroad all our lead in the form of concentrates or matte and importing the refined and prepared article. The production of lead in Canada has increased very largely during recent years, owing to the development of the silver-lead mines in southern British Columbia, and the time would seem opportune for doing something to encourage the refining and manufacturing of lead products in Canada. The present arrangement of our customs tariff is not such as to encourage the refining and manufacturing of lead products at home. The duty on dry white and red leads, etc., is only five per cent. All we do in Canada, is therefore, to import the dry leads and grind them here. In view of the large production of lead at home and the vast possibilities for the future in the development of our silver-lead mines it is of the utmost importance that an effort should be made to have this industry established in the country. We should be able to produce our own manufactures of lead and possibly build up an export trade in some of these commodities. What seems most urgently required is encouragement for the establishment of an industry for fully reducing the ores to the final

however, be above either prejudice or malice in dealing with matters pertaining to the public good. Of course many of us in Manitoba think we have a grievance against the great national railway corporation. The old anti-disallowance contest and other agitations have certainly left a prejudice in some quarters amounting almost to bitter hostility. Politicians may perhaps think they are making a popular hit by pandering to this supposed sentiment, and this may further account for the opposition shown in parliament to the Canadian Pacific Railway Company. In this as in all other matters, there are two sides to the question. While we have had just reason for complaint against the company, we should also think of what the Canadian Pacific Railway has done for Canada, and for the West in particular. The very national and imperial sentiment which permeates the country to-day, and which has largely been the product of recent years, has been encouraged and fostered to a great extent by the construction and successful operation of the great transcontinental highway across the continent through Canada, united the various provinces of the Dominion which stretch from ocean to ocean, and bringing them into close communication with each other. Just imagine Canada without the great transcon-

any place in Manitoba," must also brand each package with name and address. This would mean that every country merchant who ships a package of butter or cheese to Winnipeg, or any other place, must register under this act, and brand each package so shipped. Then the commission house in Winnipeg must again brand the packages, so that by the time the goods left the commission dealer, each package would carry at least three brands. This would certainly be detrimental to the sale of the goods, as the packages would be disfigured by so much marking, and besides this, it is well known in the trade that exporters object to the marking of packages by shippers. The enforcement of these provisions might, therefore, result in much annoyance and loss to handlers of dairy produce in Manitoba. It is possible that this act may interfere with some prerogative of the Federal government, which alone can legislate in matters pertaining to trade and commerce, in which case it would be disallowed.

## Flour For England.

The Hudson's Bay Company has recently made a special shipment of 20 carloads of its Fort Garry mill flour to Montreal for shipment by the St. Lawrence route to England. Not a few still resident in Winnipeg will call to mind the time when the city's supplies were nearly all imported from England by way of Hudson's Bay, and the buffalo was the principal produce of the province. The progress that has been made is well shown by the fore-going. Flourishing flour mills are in our midst, and from

do in this connection, and after visiting London he will pay a visit to St. Petersburg. Wm. Whyte, who was recently appointed assistant to the president, will leave in the course of a few weeks for a trip along the line of the trans-Siberian railway, and will go over the entire country from the heart of Russia to the Pacific port of Vladivostock. It is the belief of the Canadian Pacific authorities that Russia offers an extensive market for farming implements and other Canadian products, and that an immense trade can be built up for Canada. If the outlook proves favorable, a line of steamers will be put on the route between Vancouver and the port of Vladivostock in the near future. Mr. Whyte will go first to London and St. Petersburg to make arrangements for his journey, and will then proceed through to Vladivostock, returning home by the Pacific ocean. He expects to be away about five months.

A large amount of nursery stock, including fruit trees and ornamental shrubs, has this spring been imported into Canada from the United States, and has been treated at the various fumigating stations which have been erected by the minister of agriculture. The season during which importations may be made into Canada will end on the 15th of May. This date was fixed upon after consulting with nurserymen and fruit growers, and is one week later than last year. It must be remembered, however, by importers that if the buds have burst, and growth has begun there is some danger of injury from the poisonous gas which is used to destroy the scale insects.