

WINNIPEG SECTION

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Representatives:
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WINNIPEG AND THE WEST.

Grain Shipments—Effects of Tight Money Being Felt—Car Shortage.

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As I write, Western Canada is enjoying its first fall of the "beautiful" for this season. The weather for the past week has been ideal for threshing and plowing, and good progress has been made with the fall work by farmers in every section of the country. Threshing returns in many instances are better than expected, and while there is considerable grain being marketed yet a large amount is going into store either in elevators or granaries awaiting the market's higher prices.

Early in the season the inspection showed that about 80 per cent. of the wheat then arriving graded 3 Northern or better, which is considered the prime of flour-making wheat. Not even the most optimistic in the grain trade believed that these returns would be forthcoming, or that they could last for any length of time. However, it is surprising how high the percentage has been of good grade wheat up to the present. Last week showed that from 55 to 65 per cent. still grades in the milling class.

As I have already indicated in these columns during the past month, and particularly on October 14th, our prices were much out of line with the actual demands, and that the market was governed more by speculation than the value which our wheat should sell at. At that time our prices were from \$1.14½ to \$1.15¼ for No. 1 Northern. Since then they have declined to 94¼, and even at that low price the stringency of the money market prevented large shipments for export. The difference between our local market and Liverpool on that morning netted exporters 9 to 10c. per bushel profit, yet they were unable to do business as the demand at Liverpool was not very keen, and exporters on this side were unable to handle any cargoes, as I have already said; owing to the money situation.

Edmonton, Pittsburg of Canadian West.

Edmonton is probably destined to be the Pittsburg of Western Canada. The Board of Trade has notified other boards throughout Saskatchewan, Alberta and Manitoba of the fact that Edmonton has large quantities of coal for export. The facilities at present given by the railroads, and with the anticipated increase in these within the next year or so, will enable Edmonton to supply the greater part of Western Canada with coal. In one year the output of the mines has increased from 50 to 100 per cent. The Board of Trade has taken steps to secure data that will cause a reduction in the fire insurance.

Even to those engaged in railroad work in Western Canada the progress being made in covering the country with a network of railways is astonishing. The latest undertaking is the work of the Canadian Northern in their grading a line southwest from Edmonton, which will eventually enter Calgary. Work is proceeding a few miles from Saskatoon, and plans are laid for entering the Goose Lake district early in the spring. It is anticipated that the road will reach Calgary in the fall of next year or early in 1909.

A meeting of the Alberta Irrigation Railway Company was held in London during the past week, when the chairman expressed the hope that the common shares would be put on a dividend paying basis next year. The finances of the company are in a very satisfactory condition, and the directors recommend that the deferred ordinary stock be placed on an 8 per cent. basis and the preferred ordinary on a 6 per cent. The net earnings show an increase from \$186,000 to \$251,000.

Complaints of Car Shortage.

Speaking with the President of the Diamond Coal Company, the Hon. G. H. V. Bulyea, Lieut.-Governor of Alberta, who was in the city last week along with the managing director, Mr. Underwood, I was told of the excellent progress which has been made by the company in the opening up of the mine. It promises to be one of the heavy producers of the district, comprising an area of over 560 acres of high grade lignite property, yielding practically 50 million tons of excellent coal, the main seam of which is

from 4½ to 6½ feet in thickness. There have been over 300,000 tons of coal blocked out ready for mining, and a large amount of machinery installed which will be operated by electricity, the power being generated from fine coal and screenings. Electric mine locomotives and coal cutting machinery are expected to arrive at the mine soon.

While the blockade on the western line is not nearly so serious as last year, yet numerous complaints are being received by the railway companies through the Winnipeg Board of Trade and others, for the betterment of freight service in grain moving. The C.P.R. has already transferred 17 freight trains from Railroad construction work to the hauling of grain, which will to a large extent relieve the present congestion. The most serious feature of the car shortage is that it brings no relief to the country merchants, as were the farmers receiving payment for their grain when money is becoming much easier in the country, the general stores would be able to meet their bills to the wholesalers.

The latest to enter the field to induce the Government to take action regarding the money stringency as it affects farmers is the Manitoba Grain Growers' Association, who, among other resolutions, will ask the Dominion Government at their next legislative assembly to amend the Banking Act, to permit of banks loaning money to the farmers on the security of the grain on the farm. Had the Association asked for the banks to be granted power to lend money on grain on track or in store, and their request granted, it would to a large extent relieve considerable of the anxiety in the West at the present time. Other matters of great importance will also be asked from the Dominion Government, such as operating the terminal elevators at Fort William and Port Arthur under Government control, the appointment of an inspector of Manitoba grains at British ports, absolute finality of Manitoba grain certificates, a permanent survey board for establishing grades of wheat, amendment of the Railway Act to facilitate the procuring of compensation for loss sustained from fires or injured stock, and the reduction of freight rates on coarse grains.

Delay in Grain Shipments.

Never before existed such conditions as at present prevail in the grain business at the head of the lakes. Vessels are charging a ½c. less than last year's rates, yet there is no grain moving. So little has been done for export that vessels have left Port Arthur and Fort William light to load at Duluth. While there is between six and seven million bushels of wheat in the terminals or en route, it is impossible to get a freight load to Montreal or Buffalo.

The crop returns for Saskatchewan show twenty-eight odd million bushels of wheat, one-third of which will grade No. 3 Northern, or better, and it is believed that the province will on the whole receive more money from the present crop than they did from that of last year.

The Western Standards Board has received intimation from Ottawa that it has not the power to legally establish commercial grades of oats. This is rather an unfortunate thing, as a great amount of good oats will not this year grade No. 3 on account of being slightly touched by frost. It has not detracted from the value for use, yet they have to be put into the rejected grade under the Inspection Act.

COBALT ORE SHIPMENTS.

Seven hundred and sixty tons of silver ore were shipped from Cobalt in September. Of this, 135.88 tons went to Canadian smelters, 31.75 to England for experimental purposes, and the balance of 593.15 tons to the United States. In October the shipments amounted to 1234.10 tons, of which 172.17 tons were shipped to Canadian smelters, and 1061.33 to the United States. The figures for September and October, 1906, respectively, were 597.50 and 1098.11 tons.

The following are the ore shipments, in pounds, for the week ended November 9th: Buffalo, 40,000; Kerr Lake (Jacobs), 62,040; La Rose, 455,040; Nipissing, 135,040; O'Brien, 260,000; total, 952,120 pounds, or 476 tons.

The following are the shipments, in pounds, since January 1st: Buffalo, 2,138,820; Coniagas, 4,622,820; Cobalt Central, 101,360; Colonial, 74,250; Drummond, 108,920; Foster, 513,306; Green-Meehan, 196,780; Hudson Bay, 45,170; Kerr Lake (Jacobs), 495,770; La Rose, 2,613,010; McKinley Darragh, 891,240; Nipissing, 4,286,341; Nova Scotia, 156,000; O'Brien, 2,605,580; Red Rock, 91,443; Right-of-Way, 134,530; Silver Leaf, 43,518; Silver Queen, 837,157; Trethewey, 1,594,688; Townsite, 192,078; Temiskaming, 229,011; University, 61,383; Imperial Cobalt, 37,530.

The total shipments since January 1st, 1907, are now 22,001,526 pounds, or 11,000 tons. In 1904 the camp produced 158 tons, valued at \$136,217; in 1905, 2,144 tons, valued at \$1,473,196; in 1906, 5,120 tons, valued at \$1,900,000.

Last week's shipment, 476 tons, is the largest in the history of the camp.