

WESTERN CANADA.

Progress Being Made in Threshing and Marketing of Grain—In the Wheat Markets.

Monetary Times Office,
Winnipeg, November 8th.

Reports from the western provinces show that business conditions are in a satisfactory condition. Fall trade is extremely brisk, with every sign of a continuation. With the marketing of their grain farmers are now in a better position to meet obligations, and collections are reported to show considerable improvement. Railway construction work all over the west is proceeding, the weather enabling work to go on without a break. Altogether there is little if any complaint of trade conditions now that the grain is being rushed to the lake terminals.

Threshing and Marketing of Grain.

The fine weather of the past week has enabled rapid progress to be made with threshing and marketing the grain crop of 1911. Reports show that in Manitoba 80 per cent. of the crop has been threshed and 50 per cent. marketed; in Saskatchewan 60 per cent. threshed and 30 per cent. marketed; and in Alberta 30 per cent. threshed and about 10 per cent. marketed. Manitoba wheat has graded well, the heavier yields being reported from the northern part of the province and the lightest from the south, and the crop varying from 9 to 32 bushels an acre with an average yield of 20 bushels to the acre. In Saskatchewan the yield of wheat varies from 8 to 34 bushels to the acre, with an average of around 22, while the bulk of the grain has graded below No. 4. In Alberta the threshing is backward, but the yields are averaging high. The oat crop has been a good one, while barley has also yielded well. Flax in many cases has been a splendid crop, but about 6 per cent. has suffered from frost. Manitoba lands may be clear by the end of this week, while another ten days will bring threshing to an end in Saskatchewan and Alberta.

Home for Display of Western Resources.

The directors of the Winnipeg Industrial Bureau have made arrangements for a lease of the old Manitoba Hotel site at the corner of Water and Main streets, on which they will proceed to erect a structure in which to house their exhibits. The building will entail an expenditure of \$50,000, and will be of the nature of an exhibition building. It will be divided into departments for machinery and mercantile wares, with one devoted to a display of the natural resources of the country, so that the visitor to Winnipeg will be enabled to view the possibilities of the west the moment he sets foot in the city.

The new policy of the Canadian Northern Railway with reference to hotels is to find expression in Winnipeg by the erection of a large hotel. Sir William Mackenzie, before leaving the city last week, is reported to have concluded arrangements for the erection of a luxurious hotel in connection with the Canadian Northern Railway, the new site of which is to be near the Union Depot. From Sir William Mackenzie's statement it would appear that the railway is seriously considering the building of a chain of hotels across the Dominion, all under its own management.

In the Wheat Markets.

Market values showed a declining tendency throughout the early part of the week, and the unexpected happened when the October options closed quietly at a decline of $4\frac{1}{2}$ cents. Although there was nothing really bearish in the situation, markets had been relatively weaker for some time, but the month closed with a surprising weakness of tone, mainly on account of the large decline on the United States markets, one of the chief factors in which was the rumoured Federal investigation of large wheat holdings.

The close of the week left markets in general much improved, cables were firmer and there was a better cash demand. Weather reports from the Argentine, where the crop is reaching the critical stage, indicate almost perfect conditions, but the Australian shortage will probably take up quite a portion of the Argentine surplus, while the Russian shortage gets larger as the season advances.

All Grades in Demand.

Our Winnipeg market continues to show a considerable amount of activity, with a healthy and keen demand for all grades of wheat. The cash demand was better than for some time, and there was some export enquiry for Nos. 2 and 3 Northern, which have not been in demand recently. There was some buying by export houses to fill old contracts, but there is a distinct absence of interest in our crop by both British and European buyers quite unusual at this time of year.

Judging from world conditions there is not a great surplus in any one country, and it is believed there will be an improved foreign demand for our wheat later in the season, leading to higher prices. The Canadian visible, while showing an increase, is still three million bushels less than last year, while stocks in terminals are one and one-half million bushels less. The movement from the country at present is the largest on record, but there is no betterment in the average grading.

AEROPLANES AND AUTOMOBILES

Are Becoming Big Factor in the Foreign Trade of the United States.

Aeroplanes are becoming a factor of international commerce. The records of the United States Bureau of Statistics show that more than \$50,000 worth of aeroplanes were imported into, and exported from, the United States in the months of July, August and September of the current year. The Bureau of Statistics only began the maintenance of a separate record of this comparatively new article of commerce with the opening of the current fiscal year. In the month of July, the first month of the new fiscal year, the official records show that two aeroplanes were exported from the United States to Canada at a total valuation of \$6,950. In the month of August, 1911, two machines were exported to Canada, their total value being \$8,000.

Value of Aeroplanes.

In the month of September, 1911, one aeroplane was exported to Canada, its stated value being \$3,500, making the total value of exports of aeroplanes in the three months for which a record is now available \$18,450, or an average valuation of \$3,690 each. On the import side no transactions are given for the month of July, but in the month of August two aeroplanes were imported from France, their combined value being stated as \$15,091. In September the number imported was five valued at \$22,752, one being from England, valued at \$4,700, and five from France, valued at \$18,052, making the total importations of the three months in question eight aeroplanes, valued at \$37,843, or an average valuation of \$4,730 each.

Figures of Automobiles.

The same paragraph which records the imports and exports of aeroplanes also deals with automobiles. The number of automobiles imported in the nine months ending with September, 1911, was 670, valued at \$1,450,222; against 809 automobiles valued at \$1,623,140 in the corresponding months of 1910 and 1,208 valued at \$2,218,414 in the corresponding months of 1909. Of the 670 automobiles imported in the nine months of 1911, 227 were from France, 113 from Germany, 105 from the United Kingdom, and 85 from Italy. The number of automobiles exported in the nine months under consideration was, in 1911, 11,244 valued at \$11,565,034, against 6,472 valued at \$8,874,066 in the like period of 1910, and 3,426 valued at \$5,481,707 in the like period of 1909. The largest exportation in the nine months of 1911 was to Canada, 4,107 cars, compared with 2,563 to the United Kingdom, 352 to France, and 884 to other Europe, while shipments were also made to Mexico, the West Indies, and various countries in South America, Asia, Oceania and Africa.

PERSONAL NOTES.

Mr. H. L. Watt has been elected a director of the National Trust Company, Toronto.

Mr. George S. Cushing of St. John, N.B., has purchased the Miller and Woodman mills.

Messrs. Irish & Maulson, the well-known insurance brokers of Toronto, have opened an office in the Coristine Building Montreal. The management is under the control of Mr. Walter Miller of the Toronto office.

Mr. George Gonthier, consulting accountant, and Mr. H. E. Midgley, chartered accountant, have amalgamated. The firm name is Messrs. Gonthier & Midgley, and their offices are at 103 St. Francois Xavier Street, Montreal.

Mr. Edward Bath, consulting engineer of the British firms of Messrs. Cammel, Laird & Company and Norton Griffiths & Company, recently visited St. John, N.B., regarding the dry dock and shipbuilding project.

THE TORONTO CARPET MANUFACTURING COMPANY, LIMITED.

The annual general meeting of the Toronto Carpet Manufacturing Company, Limited, was held at the head offices of the company in Toronto on Monday, the 6th inst., the chair being occupied by the president and general manager, Mr. F. B. Hayes. The directors' report submitted was highly satisfactory and the prospects for the current year appear excellent.

The following directors were elected for the ensuing year:—F. B. Hayes, president and general manager; Dr. Charles S. Murray, Walter T. Sykes, vice-presidents; and George D. Perry, G. H. Muntz, Louis M. Hayes, and C. V. Harding.—*it.* 11/11/11.