

## WINNIPEG CITY ASKS

### Government for Docks—Building in West Will be Brisk —In the Wheat Markets.

Monetary Times Office,  
Winnipeg, Mar. 15th.

Spring weather and spring business are encouraging in the West. The winter has been a mild one, and building operations have been carried on steadily. The Builders' Exchange of Winnipeg has compiled figures of proposed building for the West this year, and these show that \$48,000,000 will be expended in new buildings. Winnipeg is assigned \$21,000,000 of this. Bank clearings are \$25,000,000 ahead of 1909, and money can be got without much difficulty for good business enterprises. Solidity and substance are chief elements in the rush of business that has opened up in the West for the present year.

Encouragement is to be found in every phase of development, and there is a general impression that the progress of the West has only begun. From one end of the prairie country to the other there is a new confidence, and in all sections preparations are being made to meet a big increase in trade. Among bankers and merchants in Winnipeg there is no feeling of concern or dissatisfaction over the prospects for the immediate future. Prominent business men of the West are practically unanimous in predicting great advancement for the whole country, and they have no hesitation in saying so.

#### Railways to Spend Millions.

Another good sign of business expansion is the amount of work laid down by the railway corporations of the West, the C.P.R., the Grand Trunk Pacific and the Canadian Northern. These roads have plans for this season's work that will call for an expenditure of \$50,000,000. These plans include the building of over 600 miles of new road by the Canadian Northern and the great extension of the Grand Trunk Pacific lines in the West, while the G.T.P. is building its railway shops at Winnipeg. These shops will cost about \$5,000,000 completed, and will employ 4,000 or 5,000 men. The new Union Station for the use of the G.T.P., the C.N.R., the Great Northern and the Northern Pacific is nearing completion, while the terminal facilities work for the G.T.P. and C.N.R. is being pushed forward.

The immigration of United States farmers into Western Canada has started in with a rush. The homestead entries show the extent of settlement going on in all parts of the West, and the figures for January of this year are reported as being twice as heavy as the same month last year. The source of the new immigration is largely from across the border, but a number of settlers have also come from old week were the United States Government report on farm re-

#### Winnipeg to Have Docks.

An important move was made recently by the city of Winnipeg in applying for Government docks on the Red River. Navigation of inland waterways in the West attracts attention as a possible means of cheap transportation for non-perishable goods. The opening of St. Andrew's Locks—expected to take place this summer—will put a new aspect on river and lake navigation for Winnipeg. Already a fleet of steamers is being built to ply between Winnipeg and Lake Winnipeg, and a considerable business will follow in water carriage of building material and fuel from the shores of Lake Winnipeg to its nearest market in Winnipeg. Docks will be needed for receiving this freight, and it is for the building of such docks that the city has applied to the Dominion Government.

The outstanding features which influenced markets last week were the United States Government report on farm reserves and the condition of the growing winter wheat crop. These were considered of a bullish nature, and, as Liverpool cables were generally strong and higher, our markets acted in sympathy and prices strengthened. This firmness abroad put our local market in a healthier condition, and aided in getting some grades in line with export. Export trading, however, was limited, as the farmers show a disposition to hold their grain for higher prices. There was a vigorous demand from local and Ontario milling interests, but little demand for the lower grades. The movement from the country is less than a year ago, but this is accounted for by the early break up of winter conditions.

#### Little Wheat in Farmers' Hands.

The official estimate of wheat in farmers' hands at March 1st is placed at 173,344,000 bushels compared with 143,692,000 bushels same date last year. Private estimates ranged from 175 to 190 million bushels. The announcement of the figures caused a sharp advance, and had a stimulating effect upon markets. Analyzing the report and conceding that it is correct, the question is, where has the wheat gone, the move-

ment in the States having been abnormal and exports subnormal. The disparity will probably be found in the large supplies carried by millers and the large production and heavy stocks of flour. Crop damage reports are insistent, but the sensational claims seem to be confined entirely to sections of Kansas. Latest reports from several of the districts affected are favorable, and, all things considered, the United States may raise as large a crop of wheat in 1910 as in 1909.

The situation outside of America is unchanged. Europe can apparently get all her supplies elsewhere. World's shipments are on the increase, and the prospect is that Russia, Argentine, Australia and India will export more wheat during the spring and summer months than a year ago. Any shipments from America will add to the easiness of the situation. The world's visible supply shows an increase as against decreasing supplies last year, while the aggregate world's visible is 16,000,000 bushels larger than a year ago. European growing crops are good at the present time. The market is essentially a crop scare one, and, owing to the uncertainty of developments as regards crop prospects and the strong element in United States speculative circles, the action of the wheat markets will continue to be nervous and erratic.

#### Making Leather in Winnipeg.

Incorporation has been granted the Mullins Tanning Co., Winnipeg, with a capital of \$300,000. They will go extensively into the tanning industry in all its branches. About fifty men are employed at the present time, and it is expected that within a few months this number will be increased. The present building is too small for the demands of the trade. During 1910 it will be trebled in size, and further developments will be required within a comparatively short time. Hides in all stages of treatment were seen at the plant of the company, and in the showrooms there were the various finished products. These include harness leather, sole leather, lace leather, fur coats, fur robes, moose hide halters, etc. The harness leather is said to be the first ever manufactured in Winnipeg. The lace leather is produced for threshers, and the demand for it is large. The fur robes and fur coats are made from the hides of the black Galloway cattle. The rawhide halters are made from moose, and the manufacture of such goods creates for the first time a local market for these hides. Expert workmen have been brought to the city from Eastern Canada, and they state that there is no reason why a large manufactory cannot be established here in connection with the local tanning of Western hides.

A violation of the first condition, he went on, which deals with misrepresentation, should void the entire policy instead of merely that portion relating to the property affected.

Mr. Irwin dealt with all the statutory conditions and made valuable suggestions as to how they might be amended. It must be understood, he stated that honesty and mutuality must be the basis of a fire insurance contract. The insurance company is merely an avenue through which its many policyholders pay each others loss.

A clause should be added, he continued, by which the assured would have to submit to examination under oath before a Justice of Peace, when he makes claim for a loss. He further claimed that it would be a benefit to the entire nation if the assured were made to bear one-third of his loss. If that went into force to-morrow it would result in many assignments in Toronto. As it is now, men can get loans, he stated, to the full value of their stock on practically the strength of their fire insurance policy. He estimated that the rates could shortly be reduced by 40% under such a system.

In addressing the Fire Insurance Society of Toronto, on Wednesday the 16th inst. on "Statutory Conditions," Mr. H. E. Irwin, K.C., advocated a Federal Bill with uniform statutory conditions throughout Canada; not allowing any variations. The federal parliament he stated, has power to enact such legislation and any Bill of that kind would supercede Provincial Legislation in the same matter. He stated that the Ontario statutory conditions were first formulated in 1875, when a commission was appointed. Their report had been lost and its discovery is the reason why the amendments have not been made.

New Alberni, B.C., will in future be known as Port Alberni, this change was made when Alberni and New Alberni amalgamated. The change has been authorized by the Dominion Government. Port Alberni, which is the western terminus of the C.P.R., is situated on the west coast of Vancouver Island. Railway and terminal facilities are at present under construction, with completion expected at end of present year. It is estimated that there is in sight a lumber cut of 1,000,000 feet a day for forty years, and it is expected that four large lumber mills will be erected in the near future. Port Alberni offers opportunities to farmers with small capital; power development companies; lumber mills; sash and door factories; shipbuilding; mining; copper and iron smelters; textile industries; brickmaking, etc.