

From Western Fields

INCREASING TIDE OF IMMIGRATION.

The Direct Addition it Means to the Country's Wealth—Arrangements for Shipping Alberta Wheat—Railroad and Labour Developments.

According to Mr. Bruce Walker, Dominion Commissioner of Immigration for Western Canada, in March alone 485 carloads of settlers' effects passed through Portal to points in Alberta and parts of Saskatchewan west of Moose Jaw. The quantity of effects and stock coming in at Emerson, Bannerman, Coutts, and other points on the boundary between Winnipeg and the mountains, shows an increase of 100 per cent. over the same month last year. Reports for the first week of April show 200 carloads of stock at Portal alone, and it is estimated that at least 800 carloads of stock will pass through Portal, and half as many through Emerson, this month, while the entries at Bannerman, Fort Frances, Warroad, Coutts and Springgate are also indicating a most gratifying increase.

Regarding the thousands of settlers who are crossing the border from the United States, Mr. Walker estimates that they will number 70,000 in the course of the year, and will bring in stock, settlers' effects and money amounting to between \$75,000,000, and \$100,000,000 in value. Adding to this increased wealth the value in money and material brought in by settlers who reach Canada through the ocean ports, he reckons upon a total accretion of wealth to the West, easily equal to the total amount which the farmers of western Canada received for last year's crop.

British Settlers.

A New York despatch states that there arrived this week in the second cabin of the American liner St. Paul, 179 natives and residents of England of the middle class, bound for the Canadian Northwest. This is an indication of the force of Mr. Walker's statement that the Englishmen now reaching the West in goodly numbers are of a better type than ever before. Speaking of the success of Englishmen in the West, Mr. Walker said in a recent newspaper interview:—"The English are a colonizing race, and except that the failures are accentuated, partly by the failures themselves, and partly because we lack sympathy, they would not be noticed in the great mass of successes. It is only those who through their own fault, or, as often happens, through our fault have failed, that write about it or complain about it. The successful settler will say nothing but saw wood, and we are apt to forget that after all the Englishmen who fail in this country are an insignificant proportion of the total who reach the country every year."

Alberta as a Wheat Territory.

Alberta is certainly taking itself seriously now as a wheat producing territory, the wheat yield per acre last year was 33 bushels, and the oat yield 49 bushels. To a High River farmer, D. C. McDonald, belongs the honor for the record yield of fall wheat. From a field of 60 acres, Mr. McDonald threshed 3,570 bushels, or an average of 59 1-2 bushels per acre.

Second Vice-President William Whyte, of the C. P. R., has recently been visiting Vancouver to

settle details regarding the facilities for handling Alberta wheat there and to discuss Western affairs with the officials.

Mr. Whyte is of the opinion that the Alberta export wheat is all destined to go through Vancouver, probably in sacks by the Techauntepec route, rather than around the Horn. But if wheat is put on the free list, a large quantity may be sent from Alberta to Minneapolis for milling, rather than to the old country.

Railway Activities.

It is understood that work will be rushed on the C. P. R. Calgary to Lethbridge branch. Superintendent Price announces that a large gang of men is now ready with all necessary machinery to start grading. Claresholme reports show a force of 225 men with a train load of horses, graders, etc., unloading and going east to start operations at Carmangay.

"Every car works in Canada is now busy manufacturing cars for the Canadian Northern Railway, and there will be \$2,000,000 worth of equipment for the Western lines delivered before the harvest," said D. B. Hanna, the vice-president of the road, the other day, in Winnipeg. "Of the new equipment there will be 2,000 box cars and a large number of refrigerator and passenger coaches. We are showing our confidence in the West in the best way we know."

If the Great Northern builds a line into Winnipeg and establishes terminals and a depot there, the Northern Pacific will stand its share of the expense, and the road and terminals there will be joint affairs. This statement was given out at the Northern Pacific general offices in St. Paul, this week.

The Grand Trunk Pacific has arranged to supplement its freight and passenger service this season on the Skeena river, British Columbia, by two new steamers, and the entire 200 miles of the route between Prince Rupert and Hazelton, the head of navigation on the Skeena river, will be covered by a frequent service throughout the season of navigation.

As to Labour Disputes.

It is now settled that the differences between the Winnipeg Electric Railway and the conductors and motormen will be submitted to a Government conciliation board. Negotiations, which have been in progress for a considerable time between the company and its employees have not led to an understanding which was satisfactory, and application has been made by the men to the Dominion Government for a board of conciliation and investigation.

It is now officially stated that the Canadian Pacific Railway has not acceded to the request of former strikers for restoration to their previous status in regard to the company's pension fund. The award of the conciliation board expired at the beginning of the present month, but has been extended by mutual agreement, the company's officers having refused to make the changes sought by the men. The company has now an absolutely "open shop."



THE CROWN RESERVE statement for the quarter ending March 31, shows a surplus on the three months' operations of \$90,185, making a total surplus of \$437,302.