

# WINNIPEG SECTION

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Representatives:  
Amalgamated Press of Canada  
In Association with  
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## MONEY AND GRAIN.

### Notes of the Situation in the Western Country—Railway Construction.

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During the past week Edmonton has been visited by the president, vice-president, and other high officials of the Grand Trunk Pacific Railway. The party includes Alfred W. Smithers, London, Eng., vice-president of the Grand Trunk Railway, and director of the Grand Trunk Pacific Railway. Mr. Smithers represents President Sir Charles Rivers Wilson, who has been unable to visit Canada this year. The officials of the Grand Trunk make an annual trip of inspection over their lines, and the present party are on their way to the Western terminus, Prince Rupert.

#### Construction of the Grand Trunk Pacific.

Leaving Winnipeg they travelled 135 miles past Portage on the G. T. P., thence by the C. N. R. to Edmonton. The rapid construction and erection of shipping facilities for the hauling of the 1907 crop to Winnipeg met with the complete satisfaction of the parties, and it is expected that early next summer the road will be completed to Edmonton. Speaking on the question of construction Mr. Hays said: "The supply of good ties is an increasing problem in this country, and it is an obstacle which every railway company must deal with. Last year was a bad season, and seriously delayed the progress of construction of the road into Edmonton."

Work on the cement and brick portion of the J. Y. Griffin Company's new packing plant to be erected in Edmonton has just started. The building will be seven storeys high with a capacity in the cooling rooms for storing the carcasses of 5,000 cattle, 3,000 hogs and 1,500 sheep, which is expected to be a little more than the daily output when the plant is established on a full working basis. The erection of this abattoir shows the necessity for the packing industry to get near the source of the cattle supply, and a few years will see Edmonton one of the foremost packing centres of the West, as, with mixed farming, the quantity of live stock raised will be largely increased.

The American-Canadian Oil Company have bored to a depth of 800 feet near Egg Lake, Alberta, with expectations of striking a very rich find of oil at between 1,500 and 2,000 feet. They have put down over 700 feet of 14-inch pipe, followed by a length of 11¾-inch pipe. The surrounding district has got all indications of one of the largest oil fields on the American continent. Gas is in abundance at certain levels in this district.

From the surface of the earth to about 20 feet has been found a large deposit of tar sand, which covers several acres, and is of an excellent quality for road-paving. The exploiters have gone to considerable expense, and it is expected that their efforts will soon be rewarded in the shape of being able to ship material when they can procure railway facilities to the fields.

#### Stock Yards for Canadian Northern.

The construction of the C. N. R. stock yards for their line in the city of Winnipeg has been begun. The dimensions of the stock yards are 438 by 250 feet. There will be 9 big covered sheds, 15 pens, and one big shed for hogs, measuring 216 by 60 feet. Office accommodation will be erected in connection with the yards. There is a feeling among Western cattlemen that one large union stock yard, not under the control of any railway corporation, should be erected. Now that the city has grown so fast, such a building, if erected, would require to be situated a few miles outside the city limits. Winnipeg is to become a large centre, and by making proper provision for handling live stock, the present numbers handled would rapidly increase.

Day by day, notions are changing regarding the damage which our wheat fields have sustained through frost. Nearly all are agreed that a large portion of southern and central Manitoba will produce the finest sample of wheat ever milled, free from any damage; while northwestern Manitoba, Saskatchewan, and Alberta have been struck in portions, chiefly in the low lying parts of these provinces, and a large amount of frozen wheat will be shipped on that account.

The situation was well presented by the Hon. W. R. Motherwell, Saskatchewan Minister of Agriculture, speaking on the subject the other day. He said: "Although one cannot speak with absolute certainty as to the actual condition

of the Saskatchewan wheat crop, still sufficient is known to indicate a very considerable portion of this year's crop will classify into the commercial grades. For this reason it would seem eminently desirable that the standards board should meet as soon as possible after average accurate samples are obtained, to set the commercial grades for the West this season."

Mr. Motherwell believes that the unusually high price of cereals will to a large degree help to make the net aggregate to be realized for this year's crop equal to that of last or any other year.

#### Grain Inspection at Winnipeg.

The inspection for the past week has been light in comparison with that of last year. We are receiving on an average about 50 cars per day, as against 300 last year.

This is accounted for by the lateness of the season. The sample is excellent, the majority of cars being graded 1 Nor., and followed closely by 2 Nor. There have not been so many cars rejected as anticipated, and during the next fortnight the inspection will be keenly watched by grain men. The best of the crop will be shipped first, as nearly all the damage will be confined to the latter portions of the country.

This year may prove a blessing in disguise to Western Canada in more than one way. The money stringency has forced the banks to reduce credits and refuse a large amount of land business, which will help not only for the present, but to a large degree in the future, to kill any excessive speculation which might arise. Wholesale men have curtailed credits and terms to retail merchants to such a degree that a great number of the latter have been forced to sell for cash. The extensive credit system has received a blow from which it cannot for a long period, if ever, recover. In fact it might be a good thing for Western Canada if it should not.

This year has taught farmers a great lesson in what might be aptly described as, "Put not your whole trust in wheat," with the result that in the future we may see a large number of our Western farmers converted from the wheat-growing policy to that of mixed farming. Not only has the late season and frost damage helped farmers to take this view of the situation, but the high prices obtained for hogs, horses, and daily produce have contributed to bring about this result.

#### Grain Trade Secured Credits.

The grain trade have secured their credits for 1907-8 the same as last year, the only difference being that the rate is 7 per cent. this year. It was expected early in the season that a large number of credits would be reduced, but happily this has not occurred. The banks will, as usual, advance money on bills of lading, but not to the same extent as in former years, for fear of the wheat being frosted.

Business men in the city report an improvement in collections, and also in business. The general tone of the situation is much stronger than it was a fortnight ago.

## PUBLICATIONS REVIEWED.

### AMERICAN RAILWAYS AS INVESTMENTS.

The history book of American railways is a volume of commercial romance. The development and prosperity of this continent is due largely to the enterprise of America's transportation companies. Mr. Carl Snyder, in "American Railways as Investments," published by the Moody Corporation, New York, provides the general investor, the banker, and the investment broker with the means of judging intelligently and readily, as far as the accessible facts will permit, of the value of the securities of the different railroads. The volume covers the operations of nearly 200,000 miles of road, or about ninety per cent. of the total for the country. This excellent compilation is one in keeping with the publications of the Moody Corporation, and its index and specially prepared railway maps makes it the more valuable.

### HALF A CENTURY.

Fifty years ago was founded the Shoe and Leather Reporter, which since then has grown to be a worthy and welcome exponent of the shoe and leather trades in the United States. There comes to hand a special number to celebrate the jubilee. It is a remarkable piece of book-making, from the illuminated cover to the last of its 345 pages, and contains special articles by men skilled in these trades, sketches of early days in the industry, brief biographies of Isaac H. Bailey, for twenty-five years editor, and of Frank W. Norcross, whom so many in Canada remember as representative of the journal for forty-six years. The shoe industry in Boston, Lynn, Brockton, Haverhill, St. Louis, Chicago, Rochester is described, and portraits of scores of tanners and shoe dealers in these and other places given. There are forty pages of statistics and forty pages of markets. Altogether the number is a remarkable record of the growth of a great industry.