

## THE WESTERN HARVEST.

## Cutting in Full Swing in Western Canada.

(From Our Own Correspondent.)

Winnipeg, August 20th, 1906.

In the midst of harvest in Western Canada it behooves no one to speak authoritatively of the probable yield unless he is a banking magnate or a Provincial Premier, and even they take chances and differ. The conclusion arrived at by the man on the street, the Winnipeg street, at the present stage of the harvest is that the yield is a good average per acre throughout the West, and of more than average quality. With the greatly increased acreage, this means that the greatest harvest in the Canadian West will have been about gathered when this letter is read.

The North-West Grain Dealers' Association issued the following estimate of the crop of 1906, under date of August 15th:—

|  | Bushels.   |
|--|------------|
| Wheat—4,495,000 acres at 10.4 bushels per acre.... | 87,203,000 |
| Oats—1,838,000 acres at 41.2 bushels per acre..... | 75,725,600 |
| Barley—546,000 acres at 31.1 bushels per acre....  | 16,980,600 |
| Flax—55,000 acres at 12.4 bushels per acre.....    | 690,184    |
| Wheat of old crop in farmers' hands to market....  | 510,000    |

Weather conditions for harvesting have been perfect with the exception that perhaps it has been too hot, which has reduced average yield in some sections. Fifty per cent. of the wheat is cut and will practically be all completed the end of next week if this weather continues.

Despite the enormous number of harvesters from Eastern Canada the labor shortage causes considerable worry to the Western farmer. Officials of the Dominion and Provincial Governments, the staffs of the railways and Boards of Trade are doing their utmost to facilitate equitable distribution of harvesters, but many districts are complaining of not receiving sufficient help. Wages vary from \$2 to \$2.50 a day with board, and it is believed even better will have to be given for the heavier work of threshing.

It was estimated that 25,000 men would be required from the East. So far this season the West has not received over 18,000. The tendency of the bulk of the harvesters to stick to the main lines of railway has caused many of the northern and southern districts to be short-handed.

Many farmers are bitterly complaining of what they consider a virtual hold-up in wages this season, saying that unless prices are reasonably high they do not expect a particularly profitable season after all.

In the Regina district \$6 a day will be paid engineers during threshing, and field men \$2.75. Teams will cost over a dollar per day more than last year. Threshing wheat last year cost only 5 and 6 cents a bushel, and it is feared that this year it will cost 7 cents.

## Through the Wheat Fields.

Four special cars left Winnipeg on Saturday morning last with many Winnipeg grain men, business and political magnates, and a number of members of the Minneapolis Chamber of Commerce for a prolonged trip through the heart of the Western Canadian wheat-growing districts. The trip is the third annual tour under the auspices of the North-West Grain Dealers' Association. Among the members of the party are the Provincial Premier, Hon. R. P. Roblin, Hon. Robert Rogers, Hon. W. R. Motherwell, Minister of Agriculture for Saskatchewan, Hon. W. T. Finlay, Minister of Agriculture for Alberta, Angus McKay, Superintendent of the Experimental Farm at Indian Head; the Transcontinental Railway Commissioners, C. A. Young, Colin F. McIsaacs and S. M. Parent, and a large number of the big millers and grain men of Minneapolis, Chicago and St. Louis.

The party is scheduled to return to Winnipeg August 24th, and the itinerary comprises a complete tour of the Canadian West from the foot-hills of the Rockies on the west, to the North Saskatchewan on the north, and the International Boundary on the south.

Everything doing in Winnipeg of moment these days seems governed by king wheat. A special car-load of big milling men from the south came in this week, and inspected the splendid new Western Canada Flour Mills in St. Boniface. It is confidently claimed that it is one of the finest, best-equipped, modern flour mills in the West, with a capacity of 2,500 barrels per day. The elevator has a storage capacity of 500,000 bushels, and can handle 50 cars per day. The elevator tanks are of concrete, and are said to be the only ones of this pattern in Canada.

## Building Boom and Water Supply.

Building in Winnipeg shows no signs of falling off. It was thought last year would prove to be exceptional. However, the building this year will greatly exceed that of 1905.

On Friday last the total value of buildings for which permits had been issued this year was \$8,775,000 as against \$8,750,000 at corresponding date last year. This increase is expected to be more than proportionately sustained for the balance of the building season, as several large permits will be applied for in the next few weeks. The number of buildings for which permits were applied for in 1905, up to August 1st, was 2,860, and in 1906 was 2,900.

A decidedly interesting question is agitating Winnipeg at present in spite of the counter-interest of the harvest, and that is—the water supply. As everybody knows the water supply of the Manitoba capital is furnished by a system of municipal artesian wells. Where engineers differ it is hard for the ordinary layman to decide as to the merits of the system. The ratepayers themselves are divided on indefinite lines, and in the face of a threatened water-famine are very much at sea. Where doctors disagree, etc. The water supply threatens to be a very serious one, affecting not only the public health, but the whole financial situation. One thing assured is that the people of Winnipeg will not long tolerate any system that will not assuredly fulfil the requirements of a city of its size and needs. If the artesian well system will fully answer these requirements well and good, but an outbreak of typhoid or a serious fire, its seriousness added to by an inadequate water supply, will banish the artesian well from municipal consideration. The friends of the artesian well system are endeavoring to show that it is merely a temporary inconvenience caused by accident, and can be avoided in the future by an additional well or wells being sunk, but the water supply of Winnipeg is a problem that will seriously arise in the near future in the growth of the city. As it is insurance rates are threatened with material increases, and the health of the people endangered.

The Monarch Life Assurance Company has announced the removal of its head office to Winnipeg. The Sherwin-Williams Paints and Varnish Company has secured a large site in Winnipeg, where it proposes building manufacturing and shipping facilities for the Western Canadian trade.

The British officers commissioned to purchase horses as remounts in the British army have, up to August 17th, purchased 13 at Cochrane, 14 at Calgary, 12 at Okotoks, 21 at McLeod, 20 at Pincher Creek, 10 at High River, 8 at Meadow Creek and Claresholm, making a total of 98, with two more points to visit.

Howard Elliott, President of the Northern Pacific Railway explicitly denies a rumor that his railway is about to hand over its business in Manitoba to another company.

A scheme which shows faith in the future of Winnipeg as an expanding city is the laying out, west of the city, of Tuxedo Park, a suburb hundreds of acres in extent, intended strictly for a residential district. The company handling the park is a wealthy one, and its manager is one of Winnipeg's most shrewd and enterprising citizens, Mr. Fred W. Heubach. The undertaking presents attractive modern features, such as a golf links, athletic grounds, race track, automobile track, bridge path, and it possesses the great and not too common charm of abundant trees and shrubs. Adjoining it on the west lies the new City Park, which will have zoological and botanical gardens. Sensible building restrictions are imposed upon those who build in Tuxedo Park village, and an admirable provision—in this Assiniboine Eden, all water-mains, sewers, gas pipes, electric wires, drains, etc., will be laid in the lanes—not in the streets or avenues. There will be no tearing up of asphalt or pavements—no blockading of streets.

## THE HIGH COMMISSIONER'S OFFICE.

A Canadian, who spends a great deal of his time in England on business, writes approvingly of the suggestion that the High Commissioner's Office in London should be a thoroughly businesslike institution. He says:—

"Lord Strathcona's wealth and amiability gives the people on our side of the water a feeling that the little satellites should revolve round the throne at 17 Victoria Street. Now, what we want on this side are business men, and I think it is a very mistaken idea for a particularly democratic country, such as Canada, that so much attention should be paid to the social qualities of the high officials.

"Of course, it is an extremely nice thing, and it should be that any agent or man connected with the Canadian Government should be able to take a proper social position; but I do not think the be-all and the end-all should be a man with a barrel of money who wants to invite lords and one thing or another to entertainments. With that part of it, Lord Strathcona has been more than a valuable man to Canada, but I think that the reorganization of the field force, so to speak, might be done with a great deal of benefit to Canada."

A comparatively new class of grain handled by the lake carriers on the northern route from Duluth and Fort William to Montreal is flax, of which several hundreds of thousands of bushels have already passed Kingston.

## PUBLICA

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The seventh annual ways and Corporation S. Comprising nearly three it must surely be a record. The book is divided contains complete lists of dian Stock Exchanges, firms of over 8,000 mem each Exchange and the are noted. A detailed United States (\$895,159), devoted to American, State securities.

The third section, United States, Canada, and includes carefully p great Canadian roads. M recent than 1905, which regard to the size and fifth, and sixth sections tric traction, electric light

Telephone, telegraph seven to themselves. Tu pany of Canada," it is 78,195 subscribers, an year. Its 37,082 miles are carried by 8,645 poles \$3,517,596, an increase of Canadian and Ameri deal with in the eighth given regarding their ca agement, officers, bonded

Those interested in n are not a few on this con table vade mecum. A p surance, surety, and othe ten. Each of the banks betical order of city. Can a sub-heading, "Canada."

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The Manual also in one of the "Frisco lines, follow their courses, plan usually the case with gui risk of losing your eyesig the railway line you want. in New York, the Moody wisely thought it well tha should share honors with

## TRADE A

The "Accounts relatir United Kingdom" for July a comparison of the valu changed with British pos

Imports from—  
Foreign countries ... £211  
British possessions... 61

Total imports ... £273

Exports to—  
Foreign countries ... 101  
British possessions... 53

Total exports ... £155

Owing to the constan for Canadian goods, the in four millions sterling. T the shipment of goods to General improvement i