

TRANSPORTATION OF WESTERN CROPS

Various Suggestions as to Reasons for Car Shortage
—Fire Insurance in Calgary

(Special correspondence.)

Calgary, July 29th.

There is every prospect of a fight between the railway interests, the elevator people and the farmers, when the Dominion Railway Commission meets here this month. A committee of the board of trade appointed to gather data for use in helping to get out Alberta's crop this fall, brought out the statement that the car distribution clause was largely responsible for delay, in that a farmer entitled under the act to his car in the usual order, might take days to load it as against only hours if loaded by the elevators. The Grain Growers' Grain Company handled 28 million bushels last season and their records show that not one per cent. of the cars loaded over the platform by farmers had demurrage charged against them, a demurrage which begins 24 hours after a car is spotted.

The farmers generally will, if they think they are getting fair treatment, use the elevators rather than load over the platform, but if it was not for this latter privilege they would be absolutely at the mercy of the elevators. An attempt was made last fall to take away this privilege and give to an appointed grain commission the right to distribute cars. The farmers objected, and though they may differ on many points they are one in retaining their right to cars in the order of their applications. The elevator interests say that in addition to the delay caused by farmers with the cars allotted to them, the railways do not do what they might to facilitate rapid movement. To this the railways retort that too much of the rolling stock is held up by what amounts to practically fraudulent orders for cars and cite instances where such occurred.

Can Handle Forty Million Bushels.

With their number of cars suitable for hauling grain, the Canadian Pacific Railway is said to be in a position to move to Fort William from as far west as Calgary approximately 40,000,000 bushels before the freeze up by having each car make one trip. Not all these cars are available but they should average two and a half trips to the car before the close of navigation. It seems not improbable that both grain dealers and farmers will coincide in the contention that lack of motive power on the part of the railroads is a contributing factor to the congestion, notwithstanding the argument of the railways that they could handle the crop if others would but do their share in helping things along.

May Duplicate Saskatchewan's Plan.

The arrangement whereby the Saskatchewan Government loans 85 per cent. of the cost of building farmers' elevators is to be duplicated in Alberta if the advocates of that plan can induce the legislators in the provincial house to put a bill through.

More than one hundred sections have been filed in the land office here on account of the oil rush to what is supposed to be a natural oil basin near Okotoks.

Although Calgary's insurance rates are only 30 to 65 cents per \$100, an effort is being made to bring about a further reduction on account of the small fire losses of the past.

The Municipal Street Railway system netted a profit of \$14,840 for the month of June. Passengers to the number of 1,345,656 were carried giving a gross return of \$54,461.

The official announcement has been made of the erection at Edmonton of a union station costing approximately \$400,000 by the Grand Trunk Pacific and Edmonton, Dunvegan and British Columbia Railways, as soon as negotiations with the municipality for the closing of certain streets have been concluded. The building will have a length of four city blocks, it will be two stories in height and will have all modern conveniences for the comfort of the travelling public. Provision will be made for six sets of double tracks and four passenger platforms. The Edmonton, Dunvegan and British Columbia Railway will operate its own freight from its own terminals. Contracts for the erection of the new \$750,000 Grand Trunk Pacific hotel in the same place will also be awarded shortly in Montreal. When the time for receiving tenders expired on July 15th, six bids had been put in, all from firms of repute throughout the Dominion, but these will require some little consideration before any announcement is made. Steel will be on hand in the Albertan capital in three months' time and construction will be prosecuted throughout the winter as in the case of the Fort Garry at Winnipeg.

RAILWAYS, MINES AND FISHERIES

Being Extensively Developed in British Columbia—
Point Grey and Transportation

(Staff correspondence.)

Vancouver, July 29th.

At the annual meeting of the Victoria board of trade, Sir Richard McBride outlined the large expenditure by railways in British Columbia. The subject is an important one, since it indicates the faith these companies have in the future. A railway man from up country told The Monetary Times that few people realize just how much railway construction will be going on in British Columbia during the next four or five years, neither do they realize what it means to double track the Canadian Pacific Railway between Vancouver and Calgary. The big spiral tunnel at Field will be duplicated, and one of the longest tunnels on the continent, if not the longest, will be constructed under Rogers Pass. This tunnel will do away with several miles of snowsheds and will also give a better grade. The new double track will not be built along the old grades entirely. An effort is being made to secure better lines and surveyors are at work with this object in view. Then the Canadian Pacific Railway has in immediate view the construction of a tunnel from the depot yards under the business portion of Vancouver to its shops on False Creek, and also the erection of a new station, this being now under weigh.

Negotiations between the city and the Canadian Northern Railway re terminal sites at the head of False Creek have not greatly advanced this week.

Will Submit By-law Again.

The street car deadlock in Point Grey may be broken at last. After considerable warm discussion, it has been decided to once more submit the by-law to the ratepayers of that municipality. Winter will be here before much can be done, and it is almost imperative that some sort of a service should be provided. Reeve Harvey, of Point Grey, has also been in conference with the Greater Vancouver Tramway Committee, and it may be that the committee will make some concession in its effort to effect a consolidation of the franchises. If this consolidation is consummated, it will be important both for the company and the city.

Hon. F. Cochrane, minister of railways, was in Vancouver this week, and was the guest of public bodies. At North Vancouver he made an inspection of the harbor. It was after this little trip, and at the banquet tendered him, that he hinted at government control of the harbor was for the benefit of the people as a whole.

Copper Resources and Results.

British Columbia copper resources are getting publicity through the British Columbia Copper Company operations at Greenwood, and those of the Granby Company. With the price of copper fairly good, and a prospect that it will remain so, despite the recent break in the London market, operators in this province should meet with success. The properties are perhaps low grade, but they are being developed systematically and scientifically on a large scale and the best results are being obtained. It is reliably stated that Granby has brought production costs down to ten cents per pound, which leaves a nice margin for profit at the present market price. Granby develops by underground workings certain of the ore bodies indicated by the diamond drill before it goes ahead with extensive construction, and this policy is commended by mining men. Exploration and development work is being prosecuted at the company's Hidden Creek property and if the results prove satisfactory, it is the intention to erect a 2,000-ton smelter, which would make the production of the company about 50,000,000 pounds of copper per annum. This would place the Granby among the ten largest copper producers of North America, a very enviable position.

Fishery Returns May be Small.

The salmon season has started, but it is expected that this will be one of the lean years. Preparations have been made for a small pack on the Fraser River. Next year, according to what has happened in the past, the catch should be much larger than for the past two years, 1913 being the quadriennial run.

The British Columbia Packers' Association at its annual meeting this week had very satisfactory reports presented. All the old officers were re-elected, including Mr. W. H. Barker, president; and Mr. R. J. Ker, secretary-treasurer.

La Compagnie d'Assurances Generales centre l'incendie has received a Dominion license to transact fire insurance. The chief agency of the company has been established at Montreal, and Mr. Joseph A. Laurin appointed chief agent.