

IN THE NEW WESTMINSTER DISTRICT

Fraser Valley Farmers May Co-operate—Harbor Plans—Interest in Local Products

(Special correspondence.)

New Westminster, July 1st.

The deputation of representatives from the farming communities throughout the Fraser Valley and the New Westminster board of trade met with a very favorable reception at the hands of Sir Richard McBride when presenting a memorial on behalf of the interests involved in which was set forth a request that government action be taken for the purpose of organizing the farmers along co-operative lines, both for the purpose of regulating production and facilitating the marketing of agricultural products.

The premier in reply stated that he could see no reason why a movement similar to that in the Okanagan could not be made in the Fraser Valley and the plans will be laid before the agricultural department without delay. It is anticipated that the agricultural commission which have been holding sessions throughout the lower mainland will bring in a recommendation along somewhat similar lines.

Harbor Plans Have Been Adopted.

Mayor A. W. Gray and Captain A. O. Powell, harbor engineer, have returned to New Westminster gratified with the results of their work at Ottawa. Captain A. O. Powell states that the harbor plans of the city have been adopted by the Dominion government without change and the approval of the chief engineer obtained for the city dock on Front Street for which half a million dollars is lying in the bank awaiting the necessary authority to commence work. It is anticipated that July will see active construction under way.

Arrangements have been made whereby the Hon. Robert Rogers will visit the Pacific Coast shortly and personally inspect the harbor extension work at New Westminster and the channel improvement along the Fraser River and the Sandheads.

Home Products Display.

The efforts of the New Westminster progressive association and the New Westminster business men's association resulted in a successful three days' window display of home products. Over fifty retail merchants participated and a number of the windows furnished instructive displays of the various manufactured and agricultural products of the city and district.

A recent trial run of the new fisheries cruiser "Fipsa" demonstrated that the craft would fulfil the requirements of the fisheries department. The "Fipsa" is the creation of Mr. R. B. Schock, naval architect, and was built by the Marine Railway Company, Lulu Island.—W.L.D.

BRIGHT CROP OUTLOOK IN ALBERTA.

Rains have been particularly heavy in the Medicine Hat district, as well as in many other parts of Southern Alberta, and the ground received a welcome and repeated drenching.

Reports from Magrath, Cardston, Spring Coulee and other points in that section state that while the rain was not particularly heavy at first, the crops were not suffering, but more rain, which has fallen this week, has done much good. The spring wheat and beets at Raymond were benefited.

At Coaldale, New Dayton, Chin, Sterling and Wilson's Siding, the grain looks excellent, and the report is that but little more rain is needed to make the crop outlook the best in several years. Around Taber in many localities the crop outlook is good, though to the south of that place more moisture in places would still be welcome. While in the immediate McLeod section the farmers needed moisture, the precipitation did a large amount of benefit.

Heavy yields of grain are assured at Carmangay, Monarch, Diamond City, and neighbourhood, and the outlook so far is excellent.

Good crop prospects are reported in the Okotoks section, there having been some moisture, which has been of great benefit to the growing grain. Satisfactory crops are also reported from the Strathcona section, though more rain would be welcomed by the farmers generally.

Rain has been general in the Calgary district.

Around Red Deer the crops all look well and the grain growers generally are justified in anticipating an extra large crop, and are making preparations accordingly.

There is no suffering for moisture as yet in the Lacombe section, as rain fell there much as elsewhere in Alberta. Around Castor and many other parts of grain growing Alberta similar conditions prevail.

The outlook for heavy crops all through Alberta could hardly be better to date.

WESTERN CANADA

Crop Conditions are Good in Prairie Provinces—Canadian Pacific's Large Construction Work

Monetary Times Office,

Winnipeg, July 1st.

The crop outlook in the west is bright. During the past week splendid rains have fallen in nearly all parts of the three provinces, which have materially benefited the growing grain.

Reports received from the various sections indicate that the wheat crop is well advanced.

Vice-President D. B. Hanna, of the Canadian Northern Railway, says that the company's reports regarding the crops in the west are satisfactory. In Alberta, along their lines, conditions could not be better. The same applies to Northern Saskatchewan. In the southern parts of that province and in Manitoba the crop needs rain but at the present time it is not suffering. Since these remarks were made there has been rain in the districts to which he referred.

After visiting the southern portions of Alberta early in the month, Hon. Duncan Marshall, the minister of agriculture for that province, stated the crops everywhere were in excellent condition. Mr. Marshall visited the demonstration farms and at these points the crop outlook was exceptionally promising.

In Alberta generally the crops are in advance, as to condition, as compared with 1912. Rain at the close of last week and since that time has placed the crop in a fairly safe position.

Canadian Pacific Railway Awards Large Contract.

"The construction of the tunnel under the Selkirk mountains is one of the most important enterprises that the company has ever undertaken in the west," is the statement of Mr. George Bury, vice-president of the Canadian Pacific Railway, who returned from Montreal Saturday accompanied by Mr. J. G. Sullivan, chief engineer.

Mr. Bury stated the object of the trip to Montreal was to consult with the president in regard to letting the contract for the tunnel the company proposes to build under the Selkirks. The tunnel is to be five miles in length and built for a double track. The contract has been let to Messrs. Foley Bros., Welch and Stewart, and is to be completed in forty-two months.

With the new line and tunnel built no snow slides will be able to reach the line. The construction of this work will involve an expenditure of several million dollars.

With the construction of the tunnel there will not be more than six miles all told of two-point grade through the mountains.

Use of Electricity.

The changes which are now under way in British Columbia will give the Canadian Pacific a water grade from a point a few miles west of Kamloops right through to Vancouver.

At the conference in Montreal the president authorized the electrification of the line between Castlegar and Rossland. That line hitherto operated by steam, as are all other railways in Canada, is to be operated by electric locomotives. The contract for the necessary electrical machinery has been let to the Canadian General Electric Company, of Toronto. It is the intention to use 2,400 volts direct current trolley system on this part of the line. If the results obtained from the present electrification are satisfactory extensions will probably be made to other mountain lines.

CONSUMERS' GAS COMPANY SALE OF STOCK.

The auction sale of Consumers' Gas Company's stock last week resulted in the disposal of a little more than half of the block placed on the market. Of the 10,310 shares offered, 5,670 were bought. Most of the purchases were of small blocks, there being 681 separate transactions. The amount realized from the sale will be in the neighborhood of \$475,000.

The Lake-McKinney Company, Limited, will change its name to the McKinney-Haggerty Company.

The Canadian Pacific Railway is not making any low rates in anticipation of the opening of the Panama Canal leading to a great movement of grain westward across Canada to Vancouver, was the evidence of Mr. W. B. Lanigan, assistant freight traffic manager of the Canadian Pacific Railway at the western freight rates inquiry before the railway commission.