

to the amount of \$500,000. The City owns its own telephone system, which is an excellent one, is installing its own electric light system, operates its own present water supply and is preparing to instal a permanent supply from Woodworth Lake, which will be a gravity system second to none on the Continent.

"With the great stretch of country traversed by the Grand Trunk behind us; with the greatest halibut banks in the world right at our doors; with the Queen Charlotte islands only eighty miles in front of us, which are a little Empire of themselves, rich in timber, coal and agricultural lands; with the salmon pack of the Skeena River; the mineral development at Stewart; the trade of the Canadian Yukon; with the Canadian Alaska trade; and with the Oriental trade, which is bound to come to this port, by reason of the port being so much nearer, Prince Rupert has certainly every reason to be cheerful."

Progress of the G. T. P.

Mr. E. J. Chamberlin of the Grand Trunk Pacific Railway, interviewed in Vancouver, on his way from Winnipeg to Prince Rupert, for the final inspection of the year of the various works the Grand Trunk Pacific has under construction expressed the opinion that the end of 1913 will see the completion of the new transcontinental railway. "The line on the east end," said Mr. Chamberlin, "is now nearly two hundred miles west of Edmonton, and we hope before the end of January to have the track at the Athabasca River, the entrance to the Yellowhead Pass. Work from there to Tête Jaune Cache is very heavy, mostly rock, and will be carried on vigorously all winter.

"The line east from Winnipeg to Fort William is nearing completion and we have been hauling grain over it since about October 1. It is expected that it will be ready for passenger traffic early in the spring of 1911.

"The work has progressed remarkably well on the transcontinental during the past season, and there are many long stretches of track at the present time. For instance, north of North Bay, on what is known at the Abitibi section, there will be 250 miles of track in one section next season; west of Quebec there is already 200 miles of track completed, and the line from Levis to Moncton is also nearing completion, and it is hoped will be ready for service at the end of next year.

"If the good progress which has marked the present year is continued, the track should be connected up by the end of 1913, but, of course, there will be much work to do to complete the railway after the line is connected.

"The labor situation is somewhat improved all round, but there must necessarily be a stringency in the labor market until many of the large works which are now under way are completed. For instance, this company, in addition to its main line work, has six branches under construction on the prairies, aggregating a mileage of something like 1,000 miles. In addition to this, the Canadian Pacific and Canadian Northern are carrying on a large amount of construction work, all of which tends to keep the labor market short."

Mr. F. W. Thompson on the Progress of the West.

Mr. F. W. Thompson, vice-president and managing director of the Ogilvie Flour Mills Company, gave an important interview in Winnipeg on his return from an extensive trip through Manitoba, Alberta and Saskatchewan. He expressed himself as profoundly impressed with the progress of the West. "The various cities and towns visited," he said, "show such a substantiality as to cause one to wonder what still greater development is in store for this western empire. Calgary, certainly, is now a city of extraordinary activity. On my last visit there, some ten years ago, the population, I believe, was in the neighborhood of 5,000 people. To-day I understand it is over 45,000. Edmonton, Saskatoon, Medicine Hat, Regina, Moose Jaw, Lethbridge, show evidence of extraordinary advancement. The same is true of Winnipeg. Some eight years ago when I left here to take up my residence in the east, the population then was only equal to what Calgary is to-day."

Mr. Thompson expressed the opinion that any change from existing conditions, especially looking towards any form of reciprocity with the United States would have a very bad effect upon the whole Dominion, in that confidence would be disturbed and values suffer in every quarter. On the question of this year's crop, he said:—"So far as I can judge, we see no reason to change our former estimate of the crop. The marketing has been unusually free this fall, owing, no doubt, to the extremely favorable conditions which have obtained throughout the country, coupled with the excellent car supply and transportation facilities generally. I understand there has been inspected up to the present something over 46,000,000 bushels of wheat, and the movement to the lake front has been correspondingly rapid. Taking these figures as a basis, and adding the quantity of wheat now in the interior elevators and in transit and after providing for seed requirements, it would mean that fully 76 per cent. of the available wheat has already been marketed. This is a greater proportion than has ever been the case of any previous season at the same time."

Reference was also made by Mr. Thompson to the question of the conservation of moisture, which is a matter, he considered, that should engage the attention of the farmers. Asked as to further milling extensions, Mr. Thompson referred to the fact that the total milling capacity of Canada to-day is much in excess of the requirements of the country; in fact, the existing capacity discounts the future to an extent representing a population of nearly 40 millions. Moreover, those who have investigated the subject carefully consider that no relief from over-production can be expected from the export trade. The present milling capacity of Great Britain is equal to the entire requirements, and other countries generally have protected their milling industries by discriminatory duties in favor of home manufacture. Mr. Thompson also referred to the suggestions of Government ownership of terminal elevators and remarked that it seemed to him that it would be necessary to go far beyond the terminals at Fort William and Port Arthur. "It would be necessary," said Mr. Thompson on this point, "to