

## From Western Fields.

### IMPRESSIONS OF EASTERN VISITORS.

#### Lord Strathcona's Faith in Future—Delays in Transcontinental Construction—Grain Shipments in Progress.

Regarding his impressions of the West, Lord Strathcona stated that he was naturally amazed at the marvellous developing which had taken place in eighteen years and hinted that the West might dominate the east some day.

"There was a time," he said, "when Chicago had to go to New York for her financial schemes, but now she raises her own money." In the same way Winnipeg may become financially independent of Montreal and the East, although Montreal will always be a great financial centre."

Vice-President D. McNicoll, of the C.P.R., is more of an optimist than ever, after his recent tour of the West. He was particularly struck with the great rush of travel throughout the prairie provinces especially on the part of newcomers from the United States. As to the fruit-growing prospects of British Columbia he is enthusiastic indeed.

Mr. Farquhar Robertson, president of the Montreal Board of Trade, has returned from the West with the strong resolve to promote a large excursion of the Board of Trade and Chambre de Commerce to go to the western provinces and on to the Pacific coast next year. He considers it highly desirable that the business men of Montreal shall be brought in close contact so that one and all may realize that every possible means should be taken to conserve the trade of the country west of Lake Superior to the manufacturers of the East.

Mr. H. R. Charlton, general advertising agent of the Grand Trunk and G.T.P., returned to Montreal this week after a tour of the western lines of the latter road. As might be expected, Mr. Charlton is enthusiastic over the prospects for colonization and immigration in the country to be opened up by the G.T.P. During his trip Mr. Charlton was accompanied by a photographer, who took a number of cinematograph films for a big English moving picture firm.

#### Sir Charles-Rivers Wilson re Transcontinental Progress.

Sir Charles Rivers-Wilson does not seem to have been altogether pleased with the rate of progress made in the construction of the government section of the National Transcontinental.

"This failure to complete the work on time has been a great disappointment to me and the company," said Sir Charles, "and I have no doubt it will be an equal disappointment to the Dominion Government, as well as the people of Canada, whose interests demand that this road should be completed without delay."

The Grand Trunk Pacific itself, Sir Charles admits, will be somewhat behind the time originally planned for. He hopes, however, that trains will be running from Prince Rupert to the head of the Great Lakes by the latter part of 1912 or the spring of the following year.

Regarding causes for delay the statement made by Mr. Collingwood Schreiber this week is interesting. The Consulting Engineer of the Department of Railways said to a press representative:—"The mountain section of the Grand Trunk

Pacific Railway will never be built, at least not until you are greyheaded, unless the contractors are allowed to get in other than white laborers. Of this I am firmly convinced.

"There are still four contracts to be let for mountain work, and in the course of the next two years there should be at least twenty-five thousand men on the work. With all the men required it would take four years to complete the mountain section from Wolfe River to Prince Rupert. Under the conditions of labour now existing in British Columbia, goodness only knows how long it will take to complete the line."

#### Harvesting and Marketing.

Shipments of grain from the West are now well started, the harvest this year having been unusually early despite the Spring's late start. Western wheat was marketed as early as September 1st, and from that date on increasing quantities have been brought to the interior elevators. During the first week of September last year only some 800,000 bushels of wheat were delivered as against over 2,000,000 delivered this year. The high quality of wheat this year is as gratifying as its plentifulness in quantity.

Just how rapidly grain will be marketed depends largely, of course, upon the disposition of the farmers to hold for future prices. Mr. Robert Meighen, president of the Lake of the Woods Milling Company, thinks that despite the fact that deliveries at interior elevators are larger than at the corresponding period last season, yet the farmer is storing the great bulk of his daily deliveries; he is not selling his wheat.

"Conditions in the west differ from those in Ontario, as the western farmer does not possess storage capacity on his farms, except to a limited extent, and, therefore, requires to deliver his wheat at elevators after thrashing.

"At the same time, bear in mind that the sales made are small in comparison with the quantity delivered at elevators, the great bulk of the daily deliveries being placed in storage."

Mr. Meighen considers that the farmer will do well to "deliver moderately."

Regarding the effect of Western wheat upon sales by Ontario farmers The Globe of Toronto says:

"When the Ontario market begins to feel the presence of Western supplies, and prices become adjusted to a normal level of value, the new crop of wheat in this Province will undoubtedly be released more readily by the farmer, who is being credited by so many with having set his mind inflexibly upon securing one dollar per bushel."

Saskatchewan, now the banner province for wheat, has issued an official bulletin estimating its yield of wheat for this year at 86,668,692 bushels, and, including the coarser grains, a total crop of 199,220,976 bushels. This is over 30,000,000 more bushels of wheat than Alberta and Saskatchewan produced last year.

The Dominion Government September estimate for the three grain-growing provinces is about 150,000,000 bushels of wheat, over 185,000,000 bushels of oats and nearly 35,000,000 bushels of barley.

THE POPULATION OF OTTAWA, as estimated by the new city directory is now 86,889, an increase of about 1,500 over last year. The city occupies an area of 5,119 acres or eight square miles.