

Railway through the Peace River Country.

A bill is being rushed through the provincial legislature of Alberta, giving the Canadian Northern power to construct a railway from Edmonton through the Peace River country to the Yukon. The construction of the road will be commenced early next spring by A. C. Mackenzie, president of the Northern Construction Company. The bonds for the road, for the sum of several millions are now on sale in London, hence the haste in rushing the bill through the house. The road to the Peace River will open 20,000,000 acres of land along its route which are now ready for homestead entries. The Peace River pass will likely be used to take the line to the Yukon. It is stated that the road will be completed within the next two years through the Peace River country.

Saskatchewan's Elevators: Report of the Commission.

Regina advices state that the report of the Elevator Commission appointed February 28, 1910, by the Saskatchewan government has been handed to Premier Scott. The Commission comprised three members, Professor Robert Magill, of Dalhousie University, N.S., Mr. George Langley, M. L. A., of Redberry, Sask., and Mr. F. W. Green, of Moose Jaw, secretary-treasurer of the Saskatchewan Grain Growers Association, and their report is said to give the most exhaustive analysis of the grain trade of Western Canada that has yet been available to the public. The Commission is unanimous in all its findings. With regard to the ownership of elevators, the Commission favors none of the schemes outlined before it in their entirety, but has evolved a solution embodying what appears to the Commission to be the best features of several. Government ownership and operation, municipal ownership and operation, state aided farmers' elevators, and all the various modifications of these plans are discarded.

The solution of the question proposed by the Commission takes the form of a co-operative joint stock company, owned entirely by the agriculturists of the province, upon the directorate and executive body of which the Government shall have no representation whatever. It is suggested that a minimum of 15 per cent. shall be paid up by the farmers upon such of the \$50 shares of the company as are subscribed for, that the maximum number of shares allotted to any one person shall be ten, and that 25 elevators be the minimum number proposed to be operated by the company before a central body can be organized and Government assistance called for. It is suggested that this assistance take the form of a loan for each elevator, such loans to be secured by mortgages and to be repayable in twenty equal annual instalments of principal and interest. The executive of the Saskatchewan Grain Growers' Association are named as a suitable provisional directorate to carry the plan to the point where a permanent directorate can be elected.

Under this scheme, each elevator would be locally controlled by a local board elected by the local shareholders. Each such local board would contribute one representative to the organization and subsequent annual meetings, at which the board of directors of the whole company would

be elected. It is also suggested that the stock subscribed at each local centre should be equal to the cost of a proposed elevator, and the aggregate annual crop acreage of the shareholders should not be less than two thousand acres for each ten thousand bushels of the capacity of the elevator, or one acre for every dollar of proposed expenditure at each local elevator.

In support of the suggested scheme, the Commission writes:—

The commission would have little objection to an experiment by the province were it not for the fact that an experiment upon a large scale is being conducted by the province of Manitoba. If Saskatchewan would make an equally serious attempt to develop a co-operative solution of the problem, the western farmers would soon be in a position to avail themselves of the best results of both experiments. Both plans aim at removing initial storage from the ownership of companies interested in the trading of grain. The one plan aims at ownership by the state and management by the government, and the other aims at ownership and management by the growers of grain. Both plans recognize the strength of the feeling of injustice in the minds of many farmers, both seek to create conditions for the marketing of grain which will give the farmers confidence and satisfaction, and both involve financial aid on the part of the state. The chief difference between the two plans is that in the one the issue is in the hands of the government, while in the other it is in the hands of the farmers themselves, and to this commission at all events it appears that this difference is in favor of the co-operative plan. This plan avoids many of the risks and limitations of the other plans, and is pregnant besides with possibilities for the future.

Vancouver's Dry-dock.

An agreement has been signed between the Dominion Government and the Vancouver Dry-dock and Shipbuilding Company, whereby the latter undertakes to construct a dry-dock at Roche Point at a cost of \$1,214,154. The work is to be started within six months and finished by December 1, 1912. The agreement recites that as the company has satisfied the Government with the plans it proposes for a dry-dock to be constructed at Roche Point on the north shore of the inlet a subsidy of 3½ per cent. on the estimated cost will be granted annually for twenty-five years. This amount is stated in the agreement to be \$42,495.39. Some of the conditions of the agreement are that the company will commence the construction of the dry-dock in England and the appurtenances in Vancouver within six months, and have the dock ready for use within two years; that the floating dry-dock will be raised every five years for inspection, and that no charges are to be levied until a scale of tolls is approved by the Government. One provision in the agreement is that all ships in the British naval service and the naval service of Canada and all other vessels, either owned or employed by the Government, shall at all times be entitled to the use of the dock in priority to other vessels. The officials of the Vancouver Dry-dock & Shipbuilding Company are authority for the statement that construction will start in the spring.



THE BRITISH CROWN ASSURANCE CORPORATION of Glasgow will make application to Parliament for an Act "providing that notwithstanding anything contained in The Insurance Act, 1910, a license may be granted to the said Assurance Corporation."