

## OPPORTUNITIES IN SELKIRK DISTRICT

### Agricultural Products Are Easily Marketable—Cities' Growth and Demand

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The business influences of the town and district of Selkirk, Manitoba, as represented by its Board of Trade, extend over a rather large area; in fact, practically all of north-eastern Manitoba, as all of the industrial enterprises of Lake Winnipeg have Selkirk as the headquarters in some way or another. The notable feature respecting British and foreign capital here is that there is absolutely no active British capital employed in this entire district, but there is a comparatively large amount of United States capital so employed. The only British capital is that represented in a more or less tangible way by the mortgage loans placed on land and property in this district in Canadian loan companies.

At the same time there is every opportunity for the employment of active British capital in the Selkirk and Lake Winnipeg district. There are many opportunities for industrially exploiting the natural resources of the district, while the opportunity in the Selkirk district for the employment of British capital on a comparatively large scale in land and agricultural operations is an excellent one.

#### Land is Unusually Fertile.

I have travelled extensively over Western Canada and made a close study of the operations most of the British land companies operating in Western Canada are carrying out, and including practically every one of the widely-known British companies operating large farms, developing irrigation blocks, or interested in the investment in fruit lands of British Columbia. Natural opportunities, equal or superior to any I have seen in the west, are presented at Selkirk for the building up of many estates where English capital could be profitably employed and a splendid individual outlet provided for English agricultural emigration.

The reason for this unusual degree of opportunity lies in the fact that the land in this district is unusually fertile, having been pronounced at different times, by the Dominion government, Cornell University of Ithaca and the Manitoba Agricultural College to be one of the finest soils in the world. It is eminently suited for all kinds of mixed farming, dairying, market gardening, poultry ranching, and so forth. The products from any part of this district can be placed in the Winnipeg market within a few hours at a minimum expense over the lines of the steam roads or the electric railway, which runs through this district and which is being considerably extended. Large tracts of land, perfect in every physical way, can be purchased at reasonable prices.

#### Model Farms Are Successful.

Sir Wm. Van Horne, former president of the Canadian Pacific Railway, has profitably conducted a model estate of 7,000 acres lying on the Red River, and opposite the town of Selkirk, for about ten years, and his herd of shorthorn cattle at this farm have become famous. Several large and model poultry farms are run in this district, while dairying is successfully conducted. The demand at Winnipeg for these kinds of products will always exceed the supply for the reason that behind the demand of Winnipeg is the demand of the prairie cities, as these cities cannot find sufficient food produce in their own neighborhoods.

This situation provides an opportunity for an intelligent individual application of active English capital in Canada that would give the investor a safe and profitable and interesting means of participation in Canada's business.

## NATURE OF BUSINESS ORGANIZATION.

Business men desiring a knowledge of the economic and legal aspects of the concerns with which they are connected, will do well to peruse a new volume from the pen of Dr. Lewis H. Haney, "Business Organization and Combination." According to the sub-title, it is "An analysis of the evolution and nature of business organization in the United States and a tentative solution of the corporation and trust problems." The general scheme of the work is as follows:—First comes a series of chapters describing and analyzing the various forms of business organization in such a way as to bring out the centuries-long evolution which has moulded them. Then the corporate form being clearly dominant, the life history of a corporation is set forth with the main events such as promotion, underwriting, reorganization and the like. Business Organization and Combination. L. H. Haney, Ph.D., \$2 net. Macmillan Company of Canada, Limited, Toronto.

## MOVEMENT OF WESTERN CANADA'S CROP

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other points in the Western Division.

CROPS.	Month of August, 1913	12 Months ended Aug. 31, 1913	Same period 1912
<b>Wheat, Spring—</b>	No.	No.	No.
One Hard.....	1	239	4
One Man. Northern.....	183	13,267	3,909
Two Man. Northern.....	676	42,579	19,281
Three Man. Northern.....	355	29,943	31,525
Number Four.....	105	6,228	21,773
Feed.....	9	371	8,471
Rejected One, smutty.....	8	140	453
Two and smutty.....		1,200	634
No Grade.....	151	24,049	16,401
Rejected.....	86	3,584	4,240
Condemned.....	1	27	388
No. 5.....	42	1,490	11,306
No. 6.....	38	1,163	13,647
No. Established Grade.....		32	2
No. 1. White Fife.....		5	2
Screenings.....	18	142	
No. 2 Goose.....		2	
Total Spring Wheat.....	{ Cars..... 1,673 Bushels..... 1,890,490	124,461 140,018,625	132,056 141,960,200
<b>Wheat, Winter—</b>			
One Alberta Red.....		136	20
Two.....	5	539	211
Three.....	5	426	1,609
Four.....	3	209	
Five.....	4	115	
One White Winter.....	1	3	
Two.....	3	3	2
Three.....		12	17
Four.....		15	6
One Mixed Winter.....			
Two.....			1
Three.....			
No Grade.....		58	148
Rejected One.....			20
Two.....	1	9	15
No. 4.....			1,057
No. 5.....	19	1,525	588
Total Winter Wheat.....	{ Cars..... Bushels..... 21,470	125,986 1,715,625	135,756 3,977,500
Total Wheat.....	{ Cars..... 1,692 Bushels..... 1,911,960	125,986 141,734,250	135,756 145,937,700
<b>Oats—</b>			
Extra Number One.....			124
Number One Canadian Western.....		41	6,988
Two.....	590	11,459	2,150
Three.....	130	2,453	7,174
Extra Number One Feed.....	254	5,508	5,215
Number One.....	78	2,807	1,610
Two.....	32	1,462	861
Rejected.....	53	425	3,623
No Grade.....	100	6,310	198
Condemned.....	3	41	
No. 1-2 and 3 Black.....			26
No. 2 Mixed.....	1	8	
Mixed Grain.....	6	134	
Total Oats.....	{ Cars..... 1,247 Bushels..... 2,431,650	30,648 59,763,600	27,969 23,141,100
<b>Barley—</b>			
Number Two.....		2	14
Three Extra C.W.....	2	115	2,921
Three.....	88	5,920	1,365
Four.....	71	2,914	350
Rejected.....	18	646	263
No Grade.....	14	1,470	7
Condemned.....	1	6	
Cleanings.....	1	90	
Feed.....	13	247	231
Total Barley.....	{ Cars..... 208 Bushels..... 270,400	11,410 14,833,000	5,251 6,301,200
<b>Flaxseed—</b>			
Number One N.W., Canada.....	441	15,752	1,181
2 C. W.....	103	3,454	2,191
3 C. W.....	49	911	
Rejected.....	11	99	2,892
No Grade.....	29	781	313
Condemned.....	6	28	615
Total Flaxseed.....	{ Cars..... 639 Bushels..... 670,950	21,025 22,076,250	7,190 7,190,000
Rye.....	{ Cars..... Bushels..... 16,000	16 42,000	35
Corn.....	{ Cars..... Bushels.....	2 2,000	
<b>Recapitulation.</b>			
Wheat.....	{ Cars..... 1,092 Bush..... 1,911,960	125,986 131,734,250	135,756 145,937,700
Oats.....	{ Cars..... 1,247 Bush..... 2,430,650	30,648 59,763,600	27,969 53,141,100
Barley.....	{ Cars..... 208 Bush..... 270,400	11,410 14,833,000	5,251 6,301,200
Flaxseed.....	{ Cars..... 639 Bush..... 670,950	21,025 22,076,250	7,190 7,190,000
Rye.....	{ Cars..... Bush..... 16,000	16 42,000	35
Corn.....	{ Cars..... Bush.....	2 2,000	
Total Grain.....	{ Cars..... 3,786 Bush..... 5,284,960	189,087 238,425,100	176,201 212,612,000
<b>Cars Handled by—</b>			
Canadian Pacific Railway.....	2,159	101,655	96,266
Canadian Pacific Railway, Calgary.....	543	9,861	6,524
Canadian Northern Railway.....	906	53,825	53,692
Great Northern Railway, Duluth.....	23	6,205	7,505
Grand Trunk Pacific.....	155	17,541	12,214
Total.....	3,786	189,087	176,201
		Increase + Decrease -	
Increase or Decrease in cars handled and Percentage of same.....	{ C.P.R..... + 5.389 Calgary..... + 3.337 C.N.R..... + 133 G.T.P..... + 5.327 Duluth..... - 1.300		
Total.....		+12,886	7.31%