

Conditions in the West

By E. CORA HIND.

Stoughton, Sask., Aug. 29.

I have been travelling steadily since writing two weeks ago and hope to finish my journeyings and present a final estimate of crop on Wednesday next, September the fourth.

I have covered territory north centre and south in Saskatchewan since the last report. Have seen the best and the most badly damaged districts and, while the loss in this province will be very heavy, at the same time there will be a much larger volume of wheat than seemed possible three weeks ago. By the time this reaches Montreal fully 65 per cent of the wheat of Saskatchewan will be in the stook and a little will be threshed. The sample is an exceptionally fine one and the yield in proportion to straw in the dry territories will be gratifying in the extreme. There has been no frost damage this month up to date, and every day of the present fine weather puts the late crops that much nearer to safety. Saskatchewan has very large areas of flax that came forward rapidly after the rains of the latter end of July and they promise exceedingly well. In fact, I

shall be surprised if the areas cut, which of course will not by any means be the areas seeded, will not run an average of 8 bushels per acre, which in view of the price will certainly pay.

Spring rye crops, which are generally a new venture for Saskatchewan, have done well many districts and as the price has been fixed at \$1.68 per bushel the crop will be a very profitable one, as the poorest crops will run from 15 to 20 bushels and many of them 25 to 30.

An enormous area of land has been prepared for crop next year, both as to summerfallow and new breaking. Much of the land has been broken too dry but is well worked, and if there are good rains this fall, and a fair snowfall next winter, there will be prospect of good crops next year. Summerfallow is excellent.

Labor is proving shorter than was expected, as the crops have come in with a sudden rush, and the supply has not been equal to the demand in many of the districts of better crops.

Quebec's Financial Year

The Quebec Official Gazette prints a summary statement of the receipts and expenditures of the province for the year 1917-18, ending with June 30. The figures follow:

Receipts.	
Dominion of Canada	\$2,028,028
Lands and forests	1,610,109
Mines, fisheries and game	349,144
Administration of justice	475,810
Licenses—Hotel, shops, etc.	1,375,939
Taxes on commercial corporations, etc. ..	1,289,038
Duties on successions	4,736,547
Tax on transfers of shares, bonds, etc. ..	27,250
Motor vehicle law	662,919
Maintenance of insane	227,488
Reformatory and industrial schools	46,233
Quebec Official Gazette	36,544
Legislation	28,708
Registration stamps	164,682
Interest on sinking fund under 60 V. ..	36,778
Interest on loans and deposits	142,497
Interest from municipalities under Good Roads Act	192,968
Railway subsidies tax	47,766
Minor revenues	327,885
Ordinary receipts	\$13,806,390
Refund of indemnities to hotel-keepers ..	45,567
Sales of property	8,000
St. Francis River waters storage	2,270
New jail district of Montreal	12,500
Trust funds and deposits	\$13,874,728
Transfer from special deposits, part of Sinking Fund	421,028
Loan under 3 Geo. V.	\$14,783,746
Loan under 6 Geo. V.	513,000
Loan under 6 Geo. V.	4,100
Total receipts	\$15,300,846

Expenditure.	
Public debt	\$1,983,990
Legislation	444,769
Civil Government	705,400
Administration of Justice	1,216,341
Judges of the Court of Sessions of the peace, etc.	42,949
Inspection of public offices	16,000
Public instruction, including "Night Schools," etc.	1,581,454
Health	58,500
Public works	1,057,240
Labor	39,992
Agriculture	724,244
Roads	622,858
Lands and Forest	411,163
Mines, Fisheries, Game and Registration Service (cadastre)	122,436
Colonization	317,048

Immigration	20,212
Charities	72,445
Lunatic Asylums	1,017,055
Reformatory and Industrial Schools	185,000
Charges on revenue	620,235
Miscellaneous services	412,492
Ordinary and extraordinary expenditure	11,671,832
Subscription to the Canadian Patriotic Fund	625,000
Good Roads Act, 1912	\$12,296,832
St. Maurice River waters storage	1,110,911
St. Francis River waters storage	52,144
St. Francis River waters storage	84,511
Trust funds and deposits	\$13,544,399
Q.M.O. & O. construction	407,171
Q.M.O. & O. construction	\$13,951,570
Q.M.O. & O. construction	750
Consolidated Revenue Fund investment ..	\$13,952,320
Consolidated Revenue Fund investment ..	545,738
Sinking Fund under 60 Vic.	\$14,498,059
Sinking Fund under 60 Vic.	421,028
St. Maurice River waters storage	\$14,919,087
St. Maurice River waters storage	513,000
Turnpike roads exchange of debentures ..	4,100
Total expenditure	\$15,436,187

The Debt.

The funded debt outstanding and the dates of issue of the loans are given as follows:

1st July, 1880	\$ 165,856
1st January, 1888	\$ 3,182,800
1st March, 1894	2,530,666
30th December, 1894	5,332,976
1st May, 1896	292,000
1st April, 1897	1,360,000
1st April, 1897	9,236,061
1st January, 1913	1,949,586
1st July, 1914	3,991,722
1st April, 1915	6,000,000
1st June, 1916	4,000,000
1st May, 1916	125,100
1st June, 1916	1,661,000
Sinking fund invested	\$39,827,769
Sinking fund invested	1,812,115
Net funded debt	\$38,015,654

Temporary Deposits.

Teachers pension fund	\$ 228,149
Protestant council of public instruction ..	39,481
Security and trust deposits	444,816
Grand total	\$ 712,447
Grand total	\$38,728,102

Lost Liner Tonnage

War and Other Wastage Not Being Made Up.

The loss of the Statendam, one of the largest liners on the ocean, is a reminder of the problem of the replacement of this class of tonnage. It may be noted that the subject is given considerable attention in the report on Shipping and Shipbuilding. After the War, by a British Board of Trade Committee headed by Sir Alfred Booth, and now published by the British Government as a blue book.

In a recent series of articles on the liner question the Liverpool "Journal of Commerce," says:

"For nearly three years the building of merchant tonnage had been almost stopped to enable our yards to give undivided attention to urgent naval construction—a procedure with which the most exacting of us would find no quarrel—but with the entry of the United States into the war, and the arrival of her navy in the war zone, and the help which Japan has been able to send to the European theatre, the idea became prevalent among steamship owners that the time had surely come to complete those merchant vessels which had been neglected since the early months of 1915, and to set about replacing that tonnage which had been withdrawn from commercial purposes for the use of the army and navy, or which had been loaned to our Allies, or which had been sunk as a result of the German submarine warfare.

PROSPECT IS PERTURBING.

"The principal shipping companies are somewhat perturbed at the prospects of having to commence operations when hostilities cease with fleets of passenger liners which, in point of tonnage, may not be on an ante bellum basis. If they are to extend their operations and cut into trades and services which had become the monopoly of the Germans they require a fleet in excess of their 1914 standard, and of that quality of tonnage which years of experience of their respective trades demand they should have. It has not been possible to make definite provision for that tonnage as rapidly of construction, as provided for by the standard ship, was of greater moment in meeting the urgent demands of the country. The potential effect of liner tonnage in the post bellum situation must not be lost sight of, and hope is entertained that the time is no far off when it will be possible to set about replacing those fine passenger liners which have fallen victims in the war."

It is then recalled that the Liverpool Ship Owners' Association in its report, "Liner Tonnage War Wastage," shows that there were in pre-war times 1,200 vessels of about 7,000,000 tons of liner tonnage employed as follows:

	Vessels.	Tonnage.
In trade outside the United Kingdom	300	1,500,000
In trade with the United Kingdom	900	5,500,000
	1,200	7,000,000

LINER LOSS OF 20 PER CENT.

Since August, 1914, the wastage of tonnage as a result of sales, marine losses and war losses is 305 vessels of 1,890,550 tons gross, figures which represent 33 per cent of the initial 1914 entries in the association. Since August, 1914, there have been added:

	Vessels.	Tonnage.
New vessels	95	766,146
Purchased vessels	36	180,386
Total	131	946,532

"There is a resultant loss," says the Liverpool paper, "of 20 per cent of liner tonnage from the pre-war totals, whereas had the building of this type of vessel been continued it should have been increased by not less than 10 per cent. This potential loss of 30 per cent from pre-war standards would be a serious item in the economic situation were hostilities to cease at the present moment (i.e., speaking of the situation in December last, when the report was issued). It will be still more serious a year or two more years hence if its replacement is not energetically tackled immediately.

"Since the report incorporating the foregoing figures was published the Admiralty has had to record the loss of several passenger liners, while all in shipping circles learn from day to day of the loss of this or that vessel, although no official intimation is made of the fact.

COMPANIES' CLAIMS.

"The association had called to its aid the technical experts of the steamship companies, and the associa-

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