

Conditions in the West

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The week has been a very quiet one with an almost total absence of thrills so far as market conditions are concerned. The close of the market to-day was the highest during the month for both May and July, and the average price for the month was \$1.10½ for May, and \$1.10½ for July. The gain for the week on May has been 4½c, and for July 6c. The strength has been mainly due to the bad reports of the American winter wheat crop as cables have been very weak and generally unsatisfactory. It is early days yet to really kill the American crop, but there is no doubt that there has been very material depreciation.

Export.

With regard to export trade, there has been a fair amount of it all week and about mid-week several very desirable cargo bids had to be turned down because the wheat was required at seaboard by the 15th April and there was practically no possibility of getting it there by that date. There has been a considerable amount sold, however, for shipment from seaboard during the last week in April and the first week in May.

Some idea of the sensitiveness of the market may be gathered from the fact that it reacts quickly on even the vaguest reports as to the possible opening of the Dardanelles.

A favorite operation this week has been the sale of Winnipeg July and the buying of Chicago September. Minneapolis millers have again been in this market for wheat during the past few days. Conditions at Duluth with regard to bonded grain are becoming very congested. At the present time there are just about 7,000,000 bushels of Canadian wheat in store at Duluth, of which nearly 5,000,000 is wheat.

On Thursday 1,000 cars were en route from the Canadian West to that port and steps were being taken to check further shipments for fear of completely tying up the elevators. The receipts of Canadian bonded grain at Duluth for the week ending March 25th, were 1,117,000 bushels principally wheat. There has been an improved all-rail movement out of Duluth, but not sufficient to prevent congestion if the present heavy movement to that port is continued.

The Goose Lake Line.

The latest advices with regard to the congestion on the Goose Lake Line of the C. N. R., are that the Board of Grain Commissioners, W. T. Hinton, General Traffic Manager of the G. T. P., and W. J. P. McGregor, Divisional Freight Agent for the Government railroads are all concentrating their efforts at Saskatoon in an endeavor to relieve the situation on that line, and for the past few days about 100 cars a day have been taken out of the Saskatoon Government Elevator for movement to Montreal and Quebec.

Embargo on Mills.

The embargo on the mills on the C. P. R. between Winnipeg and Fort William has been slightly relaxed. The Lake of the Woods Milling Co. report that they are now getting about seventeen cars a day. Of these seven cars are loaded daily with flour to fill Government orders and the others are for domestic purposes west of Sudbury, but in view of the capacity of these mills, this can hardly be said to afford them very much relief. One thing the C. P. R. is sticking to with great firmness and that is that it will not allow its cars to go off its own lines. The millers generally consider with a little improvement in movement domestic trade would show a distinct rally. It has been pretty dull for some time.

Weather.

The weather has decidedly improved during the week and the higher temperatures and melting snow are generally over the entire west. Indeed, the weather could hardly be more satisfactory as the snow is melting and disappearing without any sign of flood so far. This is probably due to the condition mentioned last week, namely — that the frost is only a short distance in the ground and therefore there is more absorption of moisture by the soil than is usual.

Late Seeding.

Reports coming in from large territories indicate, however, that there will be small chance of getting on the land before the third week of April, and this is decidedly late. However, if the weather is warm from that time on the delay in growth will be com-

paratively small. The chief difficulty is that so small an acreage being ready for seed and the season being late, there will be a tendency to put in grain on poorly prepared land or reduce the acreage. There will probably be considerable of both. One of the farmers in a large way in Saskatchewan illustrated the condition very well by stating that last year he had 800 acres ready for seeding as soon as the snow went off. This year he has 112. In isolated sections of Alberta a little seeding has already been done, but this can not be taken in any sense as indicative of general conditions.

Farm Labour.

The situation with regard to the supply of labour has improved slightly. The Mayor of Vancouver has wired the Minister of Agriculture, the Hon. Valentine Winkler, that 750 men, experienced farm hands, are available and already steps are being taken by the Government to bring them to Manitoba for the seeding. One of the difficulties which the Provincial Governments have laboured under is that of convincing the farmers that there is a real shortage of labour, and that they must be willing to take what they can get rather than what they would like. The possible supply from the U. S. appears to be very limited, and while some of the soldiers are available, the great majority of them are not at all keen on going on the land, as they fear it will retard their getting to the Front. There has been a very fair offering of women to go on the farms, and in time no doubt the farmers will realize that they have to employ them, but at present they are slow to regard this as a solution of the difficulty. One difficulty which existed last year is happily absent this spring, and that is seed. There is an abundance of excellent seed to be had at very reasonable prices.

Opening of Navigation.

The ice breakers have been very busy in Port Arthur and Fort William harbours, and passage has been broken out beyond the Welcome Islands. The President, on behalf of the Winnipeg Grain Exchange, during the week, wired the Hon. Robert Rogers, asking him to have ice breakers put on at the eastern end, and while no reply has been received from him to this message, it is believed that this will be done, and that by strenuous exertions the opening may be a little earlier than was anticipated last week. Very great anxiety is felt on behalf of the grain trade, as if the ore boats do not come in for at least one trip there will be further congestion and delay in the movement of grain. The ore fleet would be good for the movement of five or six million bushels at the opening of the season.

Livestock.

There has been an exceptionally active livestock market, especially for hogs. Select hogs sold as high as \$10.65 per cwt, and prime steers at \$7.50 to \$7.60.

FLAX EXPERT APPOINTED.

G. G. Bramhill, district representative of the Ontario Department of Agriculture in Lambton County, has been appointed flax expert in the Federal Department of Agriculture, on the recommendation of Mr. B. H. Grisdale, Director of Experimental Farms, Bramhill, is a graduate of the Ontario Agricultural College, and has gained practical knowledge of flax growing in Lambton County. He will familiarize himself with the whole flax question in Canada, carry on investigation work in connection with fibre production, fibre manipulation and grading, and with the utilization of the straw where flax is grown for the grain, as in Western Canada. His salary will be \$1,800 a year, and started his duties on April 1.

NEW INDUSTRY FOR BRANTFORD.

The Waddell Preserving Company, Limited, will purchase or build a factory at Brantford for the manufacture of jams, jellies, marmalades, etc. At a recent meeting of the shareholders the following were elected directors of the company: Mr. Fred W. Ryerson, president; Mr. W. E. Long, vice-president; J. A. Waddell, managing director; Thomas E. Ryerson, secretary; Dufferin T. Williamson, treasurer.

Textile Mills

throughout Canada are working overtime on military and regular business

Four mills are now under construction. Several plants have resumed operations during the past few months. A number of concerns have recently doubled the capacity of their plants. Practically all the mills are installing new equipment as quickly as it can be secured.

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THE LATE CAPTAIN SHAUGHNESSY.

Capt. the Hon. A. T. Shaughnessy, of the 60th Battalion, who gave up his life for his country, was a younger son of Baron Shaughnessy, of the Canadian Pacific Railway. "Fred" Shaughnessy, as he was known to his many friends in Montreal, was born in this city in 1887. He was educated at Bishop's College School, Lennoxville, and at McGill University, and then entered the services of his father's company, where he worked himself up from a minor position to a very responsible post. Some four years ago he joined the stock brokerage firm of C. Meredith and Company and was with them when the call came for men to go overseas. His military training goes back several years, as he joined the Victoria Rifles of Montreal in 1910. He was an enthusiastic soldier being extremely popular with both officers and men owing to his enthusiasm, his sunny disposition and his absence of all "side." Capt. Shaughnessy married an American girl, who survives him with two small children.

NAVIGATION FROM HEAD OF LAKES.

Owing to the fact that an important percentage of last season's grain crop remains in interior and terminal elevators awaiting transportation to the East, vessel owners are anxiously looking forward to the opening of lake navigation, as it is important this year to get the movement of this grain under way as early as possible. Many transportation men are of the opinion that even by making use of every available means both by rail and lake the elevators will hardly be clear before the new crop of the coming fall begins to come in.

In the early spring each year the active operation of ships on Lake Superior always depends on ice conditions at the Soo, as ice at that point nearly always breaks up last. At present the lake is open and free from ice, but most of the harbors, including the Soo, are still blocked with ice from twenty to thirty inches thick, and the continued cold weather of the last two weeks holds out little indication for an early opening of navigation. The most optimistic place April 10 as the earliest possible date, while other estimates run up to April 20. Nevertheless, the crews of the seventeen grain steamers (twelve Canadian and five American) that have wintered in this harbor are beginning to arrive and are getting their ships in readiness for the earliest possible departure. Two large ice breakers have been overhauled and in a few days will begin operations to clear lanes in the harbor between the different elevators.