

THIRTY-THREE MILLION BUSHELS TOTAL WHEAT INSPECTION.

Western Business Increasing—In the Wheat Markets.

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Western reports indicate a satisfactory business situation. During the year there has been a gratifying expansion of wholesale trade, all lines showing an increase. Collections are not good, the volume of money coming forward not being in proportion to the quantity of wheat inspected. This is because farmers are holding large supplies in store at the lake front, and at interior elevators. For this, no money is in circulation.

Farmers are holding back their wheat for higher prices, and having found it easy to borrow money on their grain, have availed themselves of this privilege. Wholesalers have not received as much money during October as they had hoped to do, and they expect a general settling of accounts this month. Christmas trade promises to be exceptionally good, and orders for spring delivery are considerably in advance of same date last year.

Commissioner of Immigration, Bruce Walker, who has returned from a brief trip through Manitoba, states that the amount of fall plowing done this year exceeds all previous years. The season was perfect for the work, and the farmers everywhere have made excellent progress.

Thirty-three Million Bushels Inspected.

From a statement issued it appears that over thirty-three million bushels of the wheat crop of 1910 have passed inspection at Winnipeg. This is three and a quarter millions less than for the corresponding period of last year. The figures for the present year are: Inspected at Winnipeg, 33,557,460; required for seed, 18,000,000; required for interior mills, 6,000,000; in store at interior elevators, 6,000,000. Assuming that the whole Western crop is around 100,000,000 bushels, there are a little over 360,000,000 bushels still to come forward.

There is a big decrease in oats inspection, but the stocks in terminals are the largest in the history of the West. For two months only 2,484 cars came forward as against 3,562 for same period a year ago. Barley inspections are also light, being 632 cars as compared with 1,585 last year; but there is a heavy forward movement of flax, which shows a notable increase, being 1,300 cars or 1,300,000 bushels, as against 939 cars, or 939,000 bushels for corresponding period of 1909.

Applications for building permits continue at an unprecedented rate. And the real estate market is in a healthy condition. The oral call established in connection with the real estate exchange is working out satisfactorily and is proving a splendid medium for those who wish to sell or buy. The amount of outside money available in Winnipeg at the present time for investment in city property and farm lands is greater than ever before in the city's history. As was to be expected on account of the large increase in building this year, this has been accompanied by a corresponding increase in the number of permanent inhabitants, and according to an estimate made from information compiled for the city directory, the population of Winnipeg is not very far below the 200,000 mark.

Great Industrial Activity Next Year.

The developments that are to take place in and around Winnipeg next year cannot fail to have its effect on the material prosperity of the city and the West generally. The completion of the power plant at Point du Bois and the first distribution of electric power in the city; the opening of passenger and freight traffic on the Transcontinental Railway to Fort William, and the completion of the new Grand Trunk shops in St. Boniface, at a cost of \$5,000,000, and the employment of 2,000 men there, are a few of the items for 1911.

The erection on a large scale of new bank buildings, hotels and stores; the construction of new docks along the river, the opening of navigation on a broader scale, and the establishment of stock yards in East St. Boniface, are among the other features which assure the development of the city. In addition to this there are possibilities for a great crop, because thousands of acres have been under summer fallow this year owing to the poor yield.

In the Wheat Markets.

For the greater part of the week markets were in a depressed condition, and values in the early part took a further drop. Heavy selling pressure, few buyers, and export bids out of line, all combined to force prices down. Later in the week the tone strengthened, and some of the lost ground was

recovered. Cables came higher, the sentiment among wheat traders became less unanimous in favor of the bear side, and a more hopeful feeling prevailed. On our local market the cash demand for all grades was good there being some heavy buying of both cash and options by the leading interests. The speculative part of the trade has been so extremely aggressive in its operations, and has pressed prices to such an extent, that since the third week in July there has been a decline of from 16c. to 22c. per bushel.

After such a long decline and one-sided bear market, a natural reaction in sentiment as well as in prices has been expected, but it is believed that the conditions which have made the bear market are not materially changed, and that the week-end rally is only temporary. Traders look for a return of natural selling pressure and for the market to continue its downward course, until values reach a level which will prove attractive to manufacturers and foreigners. Because of cheaper offerings in the international market by other surplus wheat countries, the domestic crops are limited almost entirely to the needs of the home market. Europe may yet need the excellent grade of our domestic wheat to mix with its own poor harvest, and the low quality of the Russian and Argentine purchases.

Low Price Level.

Although prices have reached such a low level it continues to be a debatable question whether the actual commercial situation warrants the drastic decline in prices of the last two months. While it is acknowledged that developments in the wheat trade have been of a bearish character, it is felt that sufficient allowance has not been made for the large wheat shortages in our Northern Continent and in France and Italy. Besides this, it is pointed out that the potato and vegetable crops of both North America and Europe are under average in quantity and quality, and that before the end of the present crop year this will tell strongly in the consumption of breadstuffs.

WORKMEN'S COMPENSATION IN GREAT BRITAIN.

The report of the Workmen's Compensation Acts during 1909, which has just been published, presents for the first time more or less complete statistics for the seven great groups of industries mainly concerned—mines, quarries, railways, factories, harbors and docks, constructional works and shipping. In these seven groups the average number of people employed coming within the provisions of the Acts is over 6,500,000, of whom 4,500,000 are engaged in factories. The total amount of compensation paid was £2,274,200, and the Home Office computes that, allowing for all trades which are not included in the present returns, the aggregate amount of compensation now disbursed annually can hardly fall short of £3,000,000. In the selected industries compensation was paid in 3,341 cases of death and in 332,600 cases of disablement. This is including the accident and disease cases together. The average payment for death is £154, and for disablement £5 6s.

The distribution of cases amongst the seven industries last year was as shown below:—

Group.	Fatal accidents.	Per 1,000 employed.	Disablements.	Disease cases.	Compensation paid.
Shipping	366	1.52	6,700	1	128,300
Factories	744	0.16	123,100	572	784,100
Harbors and docks	169	1.29	11,600	14	109,100
Mines	1,456	1.47	154,800	2,733	988,000
Quarries	83	0.93	5,600	1	40,700
Constructional works	129	1.39	7,200	10	68,800
Railways	361	0.82	20,300	15	154,400
Total	3,368	0.50	320,300	3,346	2,274,300
1908	3,447	0.45	323,200	2,286	2,080,700

The number of fatalities due to accidents shows a falling off but this is clearly attributable to the smaller number of workers, the death rate per thousand having advanced from 0.45 to 0.50. This is certainly not satisfactory for the average is now higher than the mean accident death rate for the whole of the United Kingdom. Disablement cases through accidents have increased and in the disease category there is a rise both in deaths and disablements.

Mr. A. L. Hamilton, manager of the Bank of Commerce, Portage la Prairie, Man., will leave shortly to assume the management of the branch at Quebec.