

committee as to where the port would be. The New Brunswick members of the committee desire to have this port fixed at St. John, and resolutions favoring this have been passed by public bodies at different points in that Province. The distance from Quebec to Port Simpson by the projected line is 3,025 miles, while from Quebec to Vancouver by the C.P.R. is 2,975 miles, and Port Simpson is 500 miles nearer the Yukon territory than Vancouver. It is estimated that the maximum gradient on the prairie sections of the line will not exceed 26 ft. to the mile, and on the mountain section 91 ft. to the mile. The discussion on the details of the bill was resumed in committee, May 27.

Sir C. Rivers Wilson, accompanied by some of the directors and officers of the G.T.R., paid a visit to Winnipeg between May 13 and 27. In connection with this visit the Winnipeg Tribune published a very circumstantial account of the purchase of the Canadian Northern Ry. in the interests of the G.T.P. Ry. Co., some months ago. In the course of an interview Sir Rivers Wilson stated that negotiations had been in progress between himself and W. Mackenzie, President of the Canadian Northern Ry., but no agreement had been reached; he would welcome any basis of agreement by which the amalgamation of the two roads was possible; while a purchase of the C.N.Ry. would enable the G.T.P.Ry. to be constructed so much the sooner, a failure to secure it would not prevent the line from being completed. H. Sutherland, Executive Agent of the C.N.Ry. at Winnipeg, also denied the reports that there had been any purchase of the C.N.Ry. by G.T.R. interests. W. Mackenzie, President, C.N.R., stated to a Winnipeg Telegram correspondent in Toronto, May 25, in reply to a question, "You can say that the G.T.R. said, 'Sell out your control to us or we will build'; we have simply replied, first, last and all the time, 'The C.N.Ry. is not for sale.'" A Montreal despatch, dated May 27, says it is the general opinion in G.T.R. and C.P.R. circles there that a satisfactory agreement will be made between the G.T.P.Ry. promoters and Mackenzie, Mann & Co., by which the C.N.Ry. will be sold; that when the price has been fixed W. Mackenzie and D. D. Mann will go on the board of the G.T.P.Ry. Co., that payment will be made in cash and stock, and that Mackenzie, Mann & Co. will be given the contract for the construction of a big section of the line. At Detroit, Mich., May 30, Sir Rivers Wilson said it was possible that the G.T. Pacific Ry. would acquire the C.N.R. This was followed by an emphatic statement by D. D. Mann, who said: "There are no negotiations for the sale of the C.N.R. to the G.T.R., nor are there any negotiations for a union of any kind. They did want to buy a controlling interest, but we would not sell it. If we wanted to sell there would be lots of buyers. But our ambition is to build a great transcontinental line absolutely independent of any other, and as long as we are alive we won't sell the Canadian Northern." The situation appears to be that the G.T.R. interests are anxious to buy the C.N.R., but that Mackenzie, Mann & Co. have no desire to sell. No doubt the C.N.R. property, like everything else, has its price, but it is probably a pretty high one. Whether the G.T.R. people will be prepared to give it remains to be seen. (May, pg. 147.)

The act under consideration at the current session of the Dominion Parliament dealing with deck loads, does not make any alteration in the existing laws, but is intended to bring the Canadian and the British laws into verbal harmony.

The Midland Ry. Co. of Nova Scotia is reported to intend running six trains a day each way between Windsor and Truro, N.S.

The Northwest Railway Situation.

Victor Ross, a staff correspondent of the Toronto Globe, wrote from Brandon, Man., May 23, as follows:—"In the western vernacular, the heavy showers of a few days ago are described as the million-dollar rain. Since the belated downpour came the whole west has thrilled with new life, and now the most optimistic predictions of another record crop are being made. The latest general reports published by the railway companies of the successful completion of seeding operations, and of the appearance at many points of the young wheat, are making the rosy outlook rosier still. Everyone knows what another heavy yield means to the west. 'If we have another big crop we won't be able to keep the Americans back with a club,' said a railway man; 'they'll rush in here as we rush for a lunch counter out on the line.' To the railway man the prospect of a third good crop means that every effort made by the transportation companies during the past few years to catch up with the country's growth must be redoubled, that every nerve must be strained to prepare for the tremendous task of carrying the grain to the world's market.

"It is several years now since the country ran ahead of its railway facilities. In 1900 the C.P.R. could have handled the entire crop in four or five weeks, and the immigration business was not sufficient to cause worry. Even westerners who knew that the awakening of the land would come with the return of their brethren from across the line were taken by surprise, when, after the fine crop of 1901, the influx from the south began. No one could quite foresee the great harvest or define the feeling of restlessness in the northern States following upon the news of the excessive yield in Canada, which produced the tide of immigration, a tide that is still flowing to the north. The railways were unprepared, and they have never made up the start which the country obtained on them then. Last year grain blockades made the bountiful harvest a doubtful blessing, and hundreds of thousands of dollars were lost because the roads were not nearly equal to the demands made upon them.

"The C.P.R. suffered most through lack of motive power, which led to the company's offer of a bonus of 25% on the price of every engine completed within a certain time, and this offer was laid on the desks of the owners of locomotive works in Scotland, in Germany, and in the U.S. The era of prosperity was not altogether a good thing for the western farmer, for not until this year have the foreign factories been able to supply the demand for engines, but this spring the results of the efforts to bring the railway up to the requirements of the traffic are beginning to be seen.

"The country will be clear of last year's grain when the first consignments of the new crop are offered. The last of the largest fleet of grain-carrying vessels which ever assembled at Fort William has just sailed, and their united cargoes have relieved the situation wonderfully. There is now at Fort William elevator capacity, controlled by the Canadian Pacific Railway, for nearly 9,000,000 bush., as follows:—Elevator A, 1,250,000 bush.; elevator B, 1,250,000; elevator B annex, 1,700,000; elevator C, 1,500,000; elevator D, 1,500,000; elevator D annex, 1,800,000. The two annexed elevators included in this list are just being completed, and their combined capacity, 3,500,000 bush., represents the increase for this year. The hospital elevator at Port Arthur, where the injured grain is treated, has been enlarged from a capacity of 350,000 to 850,000 bush. The great tank elevator of the Canadian Northern Ry. at Port Arthur, with a capacity of 3,750,000 bush., will be duplicated, and the company hopes to

have storage for 7,000,000 bush. of grain there by the middle of the winter.

"But the enlargement of the lake elevators is a small thing compared with the development in interior elevator accommodation which will take place this summer. The railway companies allow the construction of an elevator at any point, furnishing the necessary site and constructing a switch from the main line for a nominal fee. The American has not been slow to see the possibilities, and since the first of the year there have been 249 applications for sites on the C.P.R. for interior elevators, including those on lines at present under construction. The Canadian Northern Ry. has had applications for 40 sites for elevators of from 25,000 to 50,000 bush. capacity. The elevator accommodation along its lines now is equal to 4,000,000 bush., and this season's building, it is confidently expected, will provide an additional capacity of 1,500,000 bush. One Winnipeg firm has orders on its books now for machinery for 100 elevators.

"Men who have been prominent in the colonization and land speculation schemes originating in St. Paul and Minneapolis are behind these applications, and certain elevator men have sold out their interests in the U.S., and will invest their money and give their time to the Canadian business. The largest elevator company which will operate in Canada has already gone into the lumber business, and will not only supply itself with construction material, but will establish lumber yards at many principal points. If the prospects for a good crop continue for a few weeks as favorable as they are now, a large number of these elevators along the lines of both companies will be proceeded with, and a high official of the C.P.R. told me that the elevator capacity this year, he thought, would be increased by fully 50%.

"West of Winnipeg the elevators at present existing on the C.P.R. have a capacity of some 18,000,000 bush., and they have now in them less than 5,000,000 bush. One-half of this grain will go to the mills at Keewatin and Winnipeg, and the remainder will be moved in very short order, even if there should not be another boat this season.

"As the seeding operations are completed the grain which has been held by the farmers in the Territories will be teamed in, but the danger of embarrassing the railway with last year's crop has now passed, and the officials put the latest date for the cleaning up at early next month.

"The conditions of the grain transportation situation this spring interfered considerably with the early rush of immigration. With navigation at Fort William open and the port of Montreal closed, a considerable number of C.P.R. locomotives had to be kept in the east to haul the grain shipments to St. John, and the west was deprived of this power. Since the opening of the summer ports, however, these engines have been returned to the west. Eighty new locomotives are being expected this summer. The first of them are now arriving in Montreal in sections, to be assembled there and be put into commission immediately. In regard to rolling stock, the works at Perth are turning out 12 cars a day and have been for months, and the Nova Scotia plant is under contract to supply additional cars for the fall. The Canadian Northern Ry. will receive over 100 new engines within the next year. This, with an increase in the long sidings between Winnipeg and the lake ports, has been the means adopted by the roads this year for widening the spout from the grain bin. The C.P.R. has another plan which has not been previously announced for lightening the pressure on the western grain service after navigation closes. Last year there were many farmers who, being delayed by the wet weather, had not marketed a load of wheat by the time the boats tied up for the winter