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**OCEAN PORTS.** **M**AYOR Geary, of Toronto, has not said that he expects to make that city a seaside resort. But he admits that he has received a letter from a big English contracting firm, in which an offer is made to do the work of deepening the St. Lawrence and Welland canals so as to allow of ocean liners coming to Toronto. The firm offers to take in payment bonds of thirty years, the interest on which is to be guaranteed by the Dominion Government. The name of the firm, the Mayor says, is not to be divulged until the Government at Ottawa has seen the offer. Just why ocean liners should use the Welland canal in getting to Toronto is not clear; but perhaps Pacific Ocean steamers are in mind.

Doubtless, some Torontonians are already taking tidal observations, and enjoying whiffs of briny breezes from Asbridge's Bay. But surely Winnipeg will now make haste to outbid Toronto in wresting from Montreal its overseas shipping supremacy. No wonder the Toronto Board of Trade clamours for a Harbour Commission.

The Port of Montreal furnished the subject of a two-page article with colour illustrations in last week's magazine issue of the New York Herald. Canada's national port was referred to therein as "a commercial evolution which challenges the most serious attention of United States interests, alike because of its breadth of scope and the intelligence and energy with which a bold conception is being pushed toward fruition."

The article has for its scare-line heading: "Montreal's Bold Challenge to the Supremacy of New York."

**INDUSTRIAL WINNIPEG.** **A**LTHOUGH we think of Winnipeg "mainly as a great market," to quote Mr. Byron E. Walker, president of the Canadian

Bank of Commerce, "it has already 180 factories employing 11,000 people. Like Chicago in earlier days, it may astonish us in this respect."

According to Dun's Yearly Review, no less than seventy-six new industrial companies obtained charters in Manitoba in 1909, with authorized capital of over \$10,000,000. Of these, thirty-one state their intention of making Winnipeg their manufacturing headquarters, seven, with an aggregate capital of \$1,250,000 having already started operations. Eight of the largest manufacturing firms increased

their capital stock from \$630,000 to \$2,650,000, a very good indication of the year's activity in their lines. During the year Winnipeg consumed 20,000 tons of structural steel, of which 15,000 was fabricated in the city. It is estimated that the output in 1909 of its 154 factories, amounted to \$25,000,000, an increase of 120 per cent. in the past five years.

### THE MART OF THE WEST.

**T**HE kindly fruits of the earth have been Canada's in abundant measure this year. And, in this connection, a former member of the Montreal Board of Trade, Mr. W. H. Metcalf (now a Winnipeg grain merchant), reminds Canadians that Winnipeg is the greatest actual, not speculative, wheat market in America. Of the present crop no less than 60,000,000 bushels of wheat have already been inspected in Winnipeg and Mr. Metcalf estimates that there are thirty millions more to be inspected. Then there have been at least 10,000,000 bushels of oats and 1,500,000 bushels of flax reported at Winnipeg. He is of the opinion that no less than \$150,000,000 will have been received by the farmers of the three western provinces for their grain crop of 1909.

Lest Canada be unduly puffed up at its grain-growing prowess, it may be mentioned that old-world Russia produced 783,000,000 bushels of wheat last year—the largest crop ever harvested by any country.

Nor should Canada have an o'er-guid conceit of itself in the matter of acreage yields. The 25-bushel average yield of new western land is not due to careful cultivation so much as to fertility of virgin soil. And yet effete Europe thinks nothing of 30 to 35 bushels an acre, the British average yield last year being 33.76 bushels.

Years ago, when the prairies of the Western States were first cultivated, 25-bushel yields were the order of day. The tendency to indulge in "wheat-mining" instead of in scientific agriculture with systematic crop-rotation, resulted in a falling-off to half that average yield in many sections. And now the question may as well be faced: "Is this history to repeat itself in Canada?"

The efforts of Dominion and provincial government agricultural departments, experimental farms, and schools of farming are wisely being directed to check the tendency.