

statement that frozen wheat would be worth 78 cents a bushel at Hamilton, Ont., on the basis of 25 cents per gallon for alcohol. It is contended, in other words, that alcohol can be produced at Regina for less than 25 cents a gallon on the basis of 52 cents per bushel for feed wheat, the prevailing price at that point at the present time. We are not prepared to go as far as this, in stating what can be done to-day, but we learn from Professor Shuttleworth, of Toronto, that the price at which French chemists have aimed is 25 francs per hectolitre, not far from 23 cents per gallon, and if they can get it down to that price it will afford an excellent prospect as fuel. "If you can get good alcohol," adds the professor, "you have a good fuel for power, it is better than gasoline, because safer; better also because it furnishes more available power, and gives off no offensive odor. At the present time in Canada, we cannot expect alcohol to rival gasoline and petroleum and coal for fuel, but these substances show a tendency to go higher. In Germany and France, however, alcohol is used as fuel in many minor directions, such as propelling cycles and motors and small engines or for household purposes.

Meanwhile the Deputy Commissioner of Agriculture of Saskatchewan, Mr. J. R. C. Honeyman, has prepared statistics and other information on the subject for the Territorial Grain-Growers' Association, and that body will probably take some action in the matter. The commendable action of the Regina Board of Trade in introducing the subject at the important convention in Edmonton this week brings the question before the public in concrete form. A topic which has long engaged the attention of the Emperor of Germany, and upon which he has had repeated conferences with King Edward VII, as one of great moment to the small German farmer and the British agriculturist as well, is one which may with great propriety attract the observation and study of the Canadian cultivator.

The following is the resolution:—

Whereas, the problem of obtaining cheap and economical fuel for domestic and manufacturing purposes is a serious one at all times with the people of Western Canada, and,

Whereas, the tendency of prices for wood, coal, coal-oil, gasoline, and other materials which may serve as fuel has been steadily upward during the past few years, and there is no prospect of their being reduced in price in the near future, and,

Whereas, the Congress of the United States has recently passed a law freeing from taxation denatured alcohol to be used for industrial purposes, and,

Whereas, alcohol can be manufactured at a cost of about ten cents per gallon, and there are in this country many waste products of the farm, from which alcohol can be manufactured, and the adulterating or denaturizing done at the various factories under the supervision of an Inland Revenue officer,

Therefore, this convention of Associated Boards of Trade of Western Canada urges upon the Dominion Government the advisability of introducing legislation at the next session of Parliament for the abolition of all taxes now collected upon denatured alcohol.

EAST-BOUND TRAFFIC.

An occasional correspondent in Montreal sends us a clipping from a daily journal of that city referring to the recent speech of James J. Hill. That western railroad man and distinguished Canadian, besides a

disquisition on low-grade railway tracks, tells Eastern Canadians that his prescription for them, looking ahead as he does, is the construction of the French River canal, which would connect the Georgian Bay with the Ottawa River via Lake Nipissing and the Mattawa. This enterprise, it will be remembered, was a favorite scheme of Mr. Tarte, the former Minister of Public Works at Ottawa. In the opinion of Mr. Hill, it would, if completed, make Montreal into Buffalo and New York in one, eliminating the distance between. "Montreal will be as near Chicago as Buffalo, and much nearer Liverpool than New York," says the "Witness." "But if Montreal is to be anywhere on the ocean, she must have a thirty-five foot channel. Without that she will soon be nowhere. Many an old harbor has ceased to be a seaport at all through the increase in the size of sea craft; and Montreal will soon cease to be unless she has a thirty-five foot channel. The opening of the French River canal would make this river bottom canal a necessity."

The development of water traffic on this continent within the memory of men still living, is one of the surprises of modern life. But it is not only on the route through the Great Lakes from Duluth and Chicago to Buffalo that we must look at the modern volume of traffic. Says our correspondent:—

"What do you think of Jim Hill's idea of Montreal and the Ottawa route? It has long been my dream that Georgian Bay water should come to Montreal via Ottawa,—and mayhap, old as I am growing, I may stay long enough on earth to see it. In my opinion, it's bound to come sooner or later."

EXTRAORDINARY RAILROAD DEVELOPMENT IN THE WEST.

Canadians have become accustomed of late to hear of the extraordinary growth of the West, and its transportation facilities. But when the plans of the three chief railway companies, to say nothing of the Hill lines, are carefully looked at in detail, and it is realized that a large part at least of these is to be carried out during the present year, one's astonishment grows at the tremendous change which is now converting hundreds and thousands of miles of what even yesterday was a desolate tract of "nowhere," into a farming country gridironed with railway track. Within the territory roughly bounded by Winnipeg, Prince Albert, Edmonton, Lethbridge, and Regina, something like five thousand miles of new railway is to be completed before next winter. Estimating the expenditure per mile at an average of \$20,000—and this figure is likely to be exceeded—the outlay will run into a hundred million dollars. And this represents only one summer's work. True, it deals with great distances of through lines, but the construction of branches will almost surely keep the contractors and their men "going" for many seasons more, so that it is safe to say the several railways between them will be spending something like \$50,000,000 per year in new tracks in Western Canada for the next few years.

A western correspondent of the Toronto "Globe" writes interestingly of some of the work to be done this year, in a manner, indeed, which brings this marvellous development into concrete form. Summarized, his list of new railway constructions is as follows:—

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