

AGRICULTURE

ONTARIO REFORESTATION

Reforestation demonstration plots of from five to ten acres will be planted and maintained by the Ontario Government in every township in the province in which the township council is ready to co-operate. The conditions attached to the plan are set out in a communication Hon. Manning W. Doherty, Minister of Agriculture, has addressed to all the district representatives of the Department. The Government is anxious to encourage the reforestation of waste lands, of which there are areas in the great proportion of the townships of the province. To do this it is asking the townships councils to purchase a suitable plot on, a well travelled road and fence it. The Government will then supply and plant the trees and look after the plot in the early years of growth. The demonstration plots will, of course, be vested entirely in the township, and all profit which may ultimately accrue will go to the township.

FARMERS ARE PESSIMISTIC

"If the price of wheat had gone up in the same ratio that it has come down I feel certain that the Government would have stepped in. As it is, the farmer will be told to take his medicine." Such is the comment of the Hon. Geo. Langley on the sudden drop in the wheat market. "It is only the beginning," he said, "and the outlook for the farmers is about as unpromising as the most pessimistic could have anticipated. A critical state of affairs has been brought about," continued the Saskatchewan Minister, "by the refusal of the Government to listen to those who knew what they were talking about. The members of the Winnipeg Exchange cannot go on buying wheat unless they are assured of its being sold, and the selling end of the Winnipeg market is in a condition of hopeless insecurity. In order to get rid of the Canadian grain at all they must bid against each other in their endeavor to sell it. The European buyers, on the other hand, are all representatives of the Governments. They are no longer confronted by the conditions that confronted them last year when the selling was in the hands of a single agency."

CHEERFUL VIEW OF THE WEST

Charles Ruby, general manager of the Mutual Life of Canada, who has just returned from a tour of the western provinces and a careful survey of business conditions on behalf of his company, reports general evidences of both thrift and prosperity. Extravagance has been checked.

Splendid crops were seen in nearly every section of the prairie provinces. The people are hard at work, and showing a decided tendency towards moderation in their expenditures on dress and amusements.

Mr. Ruby estimates that Alberta alone will be enriched to the extent of \$200,000,000, while Saskatchewan and Manitoba's proportion will be almost as much.

"The value of the harvests of Western Canada this year are without parallel in the history of the country, and many large investors in western lands are making immense profits from this year's farming operations," said Mr. Ruby. "First-class business methods are being applied in numerous cases to the cultivation of the prairies, and in the barns and other out-buildings, including garages, which are seen on the larger properties are in a perfect state of efficiency, the hired help being particularly well housed and cared for. With an overflowing harvest, and a sober, thrifty population, Western Canada will be immensely strengthened financially, this year."

MILLING

ITALY'S DECREASED PRODUCT

Italy will be obliged to import about 3,000,000 tons or nearly 100,000,000 bushels of wheat during the coming year, according to a report of the Trade Commissioner of the Bureau of Foreign and Domestic Commerce. The production of wheat has been reduced throughout all the Provinces of Italy with the single exception of Campania.

GRAIN RUSH UNDER WAY.

Reports from the head of the lakes indicate that the fall grain rush is now under way. Over a million bushels left by water over the week-end despite which stocks have increased over two million bushels during the past week, now totalling five million bushels. Very little of the wheat moving is for British consumption, the bulk finding its way into mills across the border, cargoes moving freely to Duluth and Chicago. Wheat in store is now ahead of the quantity for the corresponding week last year.

OPPOSE INCREASED ELEVATOR CHARGES.

Strongly opposing the application of the elevator interests for an increase in elevator charges on grain the Dominion Millers' Association, at a sitting of the Board of Grain Commissioners at Toronto claimed that the move to add a quarter of a cent per bushel to the present charges was backed chiefly by the Canadian Pacific Railway. The Board reserved its decision.

The millers claimed that the C.P.R. Port McNicoll elevator had made a profit of 9.2 per cent. Mr. W. B. Lanigan, representing the C.P.R. elevators, retorted that anyone who wanted to buy and run the C.P.R. elevators could do so. It would be necessary next year, he said, to spend \$200,000 on the Port McNicoll elevator, and in no year had the elevator made that much on its investment.

Superintendent Fawcett, of the Government Elevator at Port Colborne, submitted figures to show that the elevator, which represented an investment of about \$1,300,000, had never paid interest on the investment. The operating costs were 300 per cent greater than formerly, he said.

DIFFERENTIAL ON OCEAN FREIGHT.

Strenuous objection to the existing differential on the ocean freight between wheat and flour has been taken by Canadian Millers, according to C. A. Campbell, a director of the Maple Leaf Company. He states that the Canadian mills are not busy at the present time and that the differential is the cause. The Atlantic freight on wheat is forty cents per hundred and on flour 65 cents. This makes a differential of 50 cents a barrel on flour and, in his opinion, means that wheat and not flour will be exported to Britain. He states that the barrier is insurmountable and that the Government has been petitioned to do something, particularly as regards the Government Marine, which, he states are holding to set rates as members of the Atlantic conference.

The millers have asked for a return to the pre-war differential, which penalized flour only from three to five cents per hundred. An officer of the C. G. M. gives the shipping side of the question. He states that flour takes thrice as long as wheat to load and costs roughly thrice as much to load.

In addition wheat makes the best deadweight cargo possible, while flour cannot be utilized in the same way. He also suggests that it is up to the millers to reduce their mill costs to those obtaining in the English mills if they want to compete.

RAILWAYS

C. N. R. EARNINGS.

Toronto, Oct. 5. — The gross earnings of the Canadian National Railways for the week ending September 30, 1920, was \$3,291,757, which constitutes an increase of \$401,561.00 over the corresponding period last year. The C. N. R.'s total earnings from January 1, 1920 to date are \$74,107,168.

N. Y. GOSSIP ON C. P. R.

Canadian interests have been large buyers of Canadian Pacific. With increased freight rates, predictions are made that Canadian Pacific will establish record earnings. Many traders have been buying the stock on the belief that the Canadian government will purchase the road, thereby giving the Dominion complete control of all railway systems.

C.P.R. GROSS INCREASED

Gross traffic earnings of the Canadian Pacific Railway for the last nine days of September amounted to \$6,849,000 as compared with \$5,963,000 in the corresponding period of a year ago, this being an increase in gross earnings for the period recently ended of \$886,000. Gross earnings of the Canadian National Railways for the week ending Sept. 30, were \$3,291,757, increase of \$401,561 over the corresponding period last year.

WAGE INCREASE FOR FREIGHT HANDLERS

Clerks, freight handlers, station and other employees of the Canadian National Railways and the Grand Trunk Pacific Railway with receive wage increases averaging about 25 percent and dating back to May 1, 1920, as a result of negotiations between a committee from the Canadian Brotherhood of Railroad Employees and representatives of the lines. A re-distribution of wages on an equitable basis was also worked out so that in some instances the increase will amount to 45 percent, but in no case will it be lower than 15 percent. The full amount of the increase since May first will be included in the first period of October pay-rolls. Seven thousand employees of the two lines are affected.

NEW VICE PRESIDENT FOR C.N.R.

D. B. Hanna, president of Canadian National Railways, announces a division of the work in the department of operation, maintenance and construction, of the road. This division was made necessary by the increasing volume of work due to the taking over operation, by the C. N. R., of the mileage of the Grand Trunk Pacific in Western Canada. M. H. MacLeod, who has until now been the vice-president-in-charge, will be vice-president of the construction department, and S. J. Hungerford, hitherto assistant vice-president in charge of operation and maintenance. Both appointments are dated to be effective October 1. Offices of both vice-presidents will be in Toronto. Under this new arrangement Mr. MacLeod will have entire control of the locating and constructing of lines, while to Mr. Hungerford will fall the task of general operation and maintenance of all physical properties on all lines. Prior to Mr. MacLeod's appointment as vice-president of operation, maintenance and construction of Canadian National Railways in 1918, he was general manager and chief engineer of the C. N. R. at Winnipeg. It was during his occupancy of these positions that the great expansion of Canadian Northern lines, which are now included in the Canadian National, occurred.