

MOVING THE CROP

Canada's Wheat Totals 336,258,000 Bushels—Western Crop is Grading Splendidly—Railroads Are Busy

The crop movement is in full swing. It is one of the biggest movements in Canadian crop history. Our total wheat crop this year is 336,258,000 bushels, a gain of 108 per cent. over last year's inferior crop. Other crops are:—Oats, 481,035,500 bushels; barley, 50,868,000 bushels; rye, 2,478,500 bushels; and flaxseed, 12,604,700 bushels.

Of the total wheat crop of 336,258,000 bushels, Manitoba, Saskatchewan and Alberta are contributing 304,200,000, and of the total oats crop of 481,035,500 bushels, the western provinces are contributing 305,680,000.

Inspection in the West.

The greater part of the wheat and oats crop movement, therefore, is in the west. The number of cars of grain and the total quantities inspected at Winnipeg and other points in the western divisions for the month of September were as follow, compared with the corresponding month last year:—

Grain—	Month September, 1915.	Month September, 1914.
Wheat:		
Cars	26,043	30,379
Bushels	29,398,375	34,196,625
Oats:		
Cars	711	2,938
Bushels	1,350,900	5,582,200
Barley:		
Cars	961	810
Bushels	1,249,300	1,053,000
Flaxseed:		
Cars	11	355
Bushels	11,275	363,875
Rye:		
Cars	8	1
Bushels	8,000	1,000
Screenings:		
Cars	25	25
Bushels	25,000	25,000
Total grain:		
Cars	27,759	34,526
Bushels	32,042,850	41,221,700
	Cars.	Cars.
Canadian Pacific Railway	15,122	18,175
Canadian Pacific Railway, Calgary...	275	427
Canadian Northern Railway	9,969	10,924
Great Northern Railway, Duluth.....	479	516
Grand Trunk Pacific	1,914	4,484
Total (cars)	27,759	34,526

High Grade of Western Wheat Crop.

The figures in the above statement of cars inspected for September bear testimony to the high quality and grade of the wheat crop of 1915. The total number of cars inspected for September, 1915, is 4,354 less than last year for the same period, namely, 26,043, as against 30,397. But of these, 1,758 cars (1,977,750 bushels) of the crop of 1915 so far inspected in September graded No. 1 Hard, as compared with 13 cars (14,625 bushels), in September, 1914, and 21 for the whole crop year ending August 31st last. The greatest previous record was made for the crop year, 1913, namely, 783 cars.

Although the grade next highest to No. 1 Hard, namely, No. 1 Northern, must weigh the same, that is 60 pounds to the bushel, the former (No. 1 Hard) must be composed of at least 75 per cent. of Hard Red Fife wheat, whereas No. 1 Northern only calls for 60 per cent. The greater intrinsic value of the higher grade is apparent. The outstanding feature of the western wheat crop for 1915 is its unsurpassed estimate of production and its high quality as evidenced by the first month's crucial official test.

Forty Thousand Trains.

Mr. J. Bruce Walker, commissioner of immigration at Winnipeg, estimating that there will be for export 200,000,000 bushels of western wheat, says:—"To move this great quantity of wheat by rail would require 200,000 box cars, making 40,000 trains of 50 cars each. This would mean one

train every 40 minutes from Winnipeg to Fort William for a period of 111 days, or from October 1st to January 19th. Each car averages 1,000 bushels of wheat. The cars being 47 feet long, the 200,000 cars called into service would cover a distance of 1,780 miles, a distance more than the mileage between Winnipeg and Prince Rupert, which is 1,746 miles."

A new record was made in loading grain in the three prairie provinces by the Canadian Pacific Railway this week. An average of 2,000 cars per day, each car carrying an average of 1,290 bushels of wheat, and up to 2,000 bushels of oats, was shown. If the number of cars loaded daily on the Canadian Pacific Railway in the west with grain alone were placed end to end they would cover a distance of 15 miles.

Quantity in Store.

The quantity of grain in store at terminal elevators, interior terminal elevators, and at public elevators in the East, on October 8 were as follows:—

Week ended October 8, 1915.	Wheat, bushels.	Oats, bushels.	Barley, bushels.	Flax, bushels.	Totals, bushels.
Total terminal elevators ..	11,605,603	905,921	305,899	728,855	13,546,278
Total interior terminal ele- vators	51,681	260	344	649	52,934
Total public elevators ..	1,365,217	140,314	149,699	19,685	1,740,667
Total quantity in store ...	13,022,501	1,046,495	455,942	749,189	15,339,879

+ Corn.

Effect of Crop.

"The effect of this great crop," said Mr. C. E. E. Ussher, passenger traffic manager of the Canadian Pacific Railway in an interview this week, "will be felt over wide areas; indeed, over the whole country. I wish in several of the towns and cities, and noted that business seemed to be going on as usual; and those spoken to were in capital spirits. I saw the grain in the threshing and in the elevators, while it was on the move, and so forth, and certainly the west has a right to feel highly elated."

INSURANCE COMPANY ALLEGE SUICIDE OF ARNOLD

Three main grounds why the Sovereign and Mutual Life Assurance companies refuse to pay the policies on the life of the late W. R. Arnold are given in papers filed in Supreme Court, Vancouver, last week. In the first place it is claimed that the Dominion Trust Company, which is suing as executor, is not the executor, and has not the power to act as executor, because it is a company in winding up.

In the second place it is said that the policy would be void if the insured died by his own hands within two years of the date of the policy, and the document charges that he did die by his own hands by shooting himself on October 12, 1914.

The third important ground is greatly elaborated upon, but in the main it is that Arnold fraudulently concealed from the examining officer of the insurance company certain facts which were material to the risk.

WESTERN LIFE COMPANIES' LICENCES

In regard to the cancellation of certificates by the Manitoba Public Utilities Commission, under the sale of shares act, of the Western Life, Western Empire Life and Alberta-Saskatchewan Life insurance companies, up to the present the Manitoba insurance department has taken no action in this matter. It is not likely to do so until these companies render their annual financial statement to the department. While the public utilities commissioner, owing to the present financial conditions, might cancel a company's license for permission to sell stock, it does not follow that their financial position in respect to their policyholders is in any way less secure than heretofore.

After the provincial insurance department has received the companies' detailed statements at the end of the year and made examination of their affairs, they will be better able to form an opinion as to whether it will be necessary for the department to make recommendation to the government for action other than the issuing of the regular license.