

	Bushels of Wheat		
	1900.	1908.	1907.
Manitoba.....	45,774,708	49,252,540	39,6-8,267
Saskatchewan.....	84,096,050	50,654,629	27,691,601
Alberta.....	8,250,000	7,094,925	4,124,535
Total.....	138,119,758	107,002,094	71,574,403

Movement of Wheat.

Eighty-one Canadian vessels were engaged in grain carrying from the upper lake ports, in addition to United States vessels. Of the total shipped between September 1, and December 19, 26,405,741 bushels went to Canadian ports and 16,812,254 to American ports. During the entire season of navigation, the vessels engaged in the Canadian trade carried 56,583,104 bushels of wheat, besides 15,851,511 of oats, 2,350,701 of barley and 3,093,627 of flax.

Wheat shipments from the port of Montreal were as follows during the season of navigation:

Year.	Bushels	Year.	Bushels
1909.....	25,939,705	1904.....	7,425,308
1908.....	28,303,982	1903.....	15,891,946
1907.....	21,148,592	1902.....	16,951,132
1906.....	14,469,187	1901.....	13,630,801
1905.....	10,579,635	1900.....	10,510,467

The total shipments of all kinds of grain for the past season from Montreal, amounted to 27,959,395 bushels. The export flour trade showed an increase. A total of 1,731,000 sacks and over 210,000 barrels being shipped, an increase over 1908 of 585,000 sacks and 42,000 barrels.

As to the falling-off in wheat shipments various points are to be taken into consideration. First, there was the lateness of the harvest. Probably more important still has been the deterrent effect of milling demand upon export of American wheat. United States prices have, for the most part, been ruling above an export basis. The European tendency has been to buy on somewhat of a hand-to-mouth basis. Such being the case, there has been a greater tendency than last year to ship to Buffalo for storage rather than to a summer port. It will be remembered that in 1908 it was a rush of American wheat to Europe that increased Montreal's shipments to a record showing. Then, too, there was in 1908 more ocean-carrying space offering at Montreal; numerous "tramp" steamers came here during slack months when their more usual routes had no business for them.

Live Stock and Dairy Shipments.

During the dairy export season at the port of Montreal, shipments of cheese for the year were slightly in excess of 1908, butter showing a marked falling-off. Canada "can't both eat its butter and sell it" and with its growing urban population the home demand seems to increase. Exports from Montreal have been as follows during the past five years:

Year.	Cheese Boxes	Butter. Packages.
1909.....	1,872,315	39,443
1908.....	1,785,696	94,416
1907.....	1,973,417	66,773
1906.....	2,227,838	361,400
1905.....	2,121,101	573,449

Exports of live stock from the port of Montreal for the season 1909, and the preceding four seasons of navigation were as follows:

	Cattle.	Sheep.	Horses.
1909.....	94,314	1,616	84
1908.....	99,830	10,111	104
1907.....	96,977	11,585	174
1906.....	128,100	10,791	641
1905.....	118,296	21,036	625

Railway Development.

West of Lake Superior over 1,000 miles of railroad have been built during 1909, and the Western Provinces now have 11,500 miles—equal to the mileage of all Canada twenty years ago. The Canadian Pacific, Grand Trunk Pacific and Canadian Northern are pushing construction work throughout the West, not to mention minor lines of varying activity. Over 4,300 miles of railway have been constructed or under construction in Canada during 1909; and by the end of 1910 the country's total will be 25,000 miles or over.

The gross earnings of the C.P.R. for 1909 totalled over \$100,000,000, of which railway earnings amounted to \$85,000,000.

The C.N.R. constructed 482 miles of railway during the year in all Canada, 250 miles of which were in the West. The C.P.R. built 404 miles in the West and the G.T.P. 405 miles. The total mileage of the C.P.R. in Canada is now 10,048, and with its owned and controlled lines in the United States the total is 15,000. Even 10,000 is a greater mileage than that possessed by any other American road.

Canada's Iron and Steel Trade.

The Canadian output of pig iron for 1909 is estimated at 800,000 tons by Mr. J. T. Drummond, president of the Lake Superior Corporation. Up to the beginning of the 20th century the annual production was under 100,000 tons. That a steady increase is being planned for is indicated by the fact that important additions are being made to the plants of the Dominion Iron & Steel Company, Lake Superior Corporation and Canadian Iron Corporation. When completed these will bring the annual capacity of Canadian furnaces up to about 1,250,000 tons of pig iron.

In finished products the steel trade has also made marked progress in recent years. In 1902 over 200,000 tons of rails were imported into Canada, but since 1904 the mills at the Soo and Sydney have supplied the demand, which now totals about 350,000 tons annually. And in other lines the supply of Canadian plants is gradually catching up with the country's demand.

Textile Trade.

Discussing the cotton trade in Canada, Mr. C. B. Gordon, president of the Dominion Textile Company, Montreal, recently contributed the following to a daily contemporary on the textile outlook.

"In looking over the year 1909 cotton manufacturers in Canada have had a number of difficulties to contend with, as no sooner had they emerged from the difficulties of 1908, with its restricted business following the general depression in all lines, than labour difficulties were encountered; after these had been straightened out business in cotton goods bade fair to be good, and the first part of 1909 showed a marked improvement over 1908, with steadily increasing sales up to September, 1909, when the present tremendous advance in raw cotton commenced, until to-day it is almost at the highest