

From Western Fields.

UNITED STATES TRAFFIC VIA C. P. R.

**Expenditure in West by Canadian Railroads—
Autumn Earnings Establish New Record—
Advance in Lumber Prices—West
Will Receive \$100,000,000
For Grain.**

Industry in all its branches throughout the Northwestern States became seriously interfered with by the tie-up of traffic following the switchmen's strike. It is safe to say that if "international" unionism had been allowed to get a hold among railroad employees in the Canadian West, the C. P. R. would have suffered also. Instead it benefitted considerably as the strike resulted in freight from the Eastern States to the Coast being sent West via the Canadian route. Of course, through its Soo line and various United States connections in the West, the C.P.R. will feel some adverse effects—but scarcely enough to offset more direct advantages.

While the switchmen's strike was pretty well broken this week, there are indications that general labour difficulties are brewing for United States roads, both East and West.

It is now announced that arrangements are under way for the building of two new C.P.R. boats for the Pacific Coast service. They are to be of a type similar to the Princess Victoria and the Princess Charlotte. It is hoped to have them completed in 1911.

It is stated, that during the season just closing the Canadian Pacific, Canadian Northern and Grand Trunk Pacific, have increased their mileage in Western Canada by 1,057 miles. There are now 11,470 miles of railroad in Western Canada, and next year will be the banner year for railroad building in the West. Many new branch lines are already contemplated and thousands of men will be employed. Twenty-eight million dollars is said to have been spent by the different companies so far this year in construction work. It is further stated, how accurately cannot just now be determined, that these three leading roads are likely to expend \$75,000,000 in the West during the coming year.

A Month of Months.

October was a "month of months" for the C.P.R.—its record by far exceeding that of any other month in the company's history. Gross earnings for October reached the sum of \$9,744,596, as compared with \$7,381,970 last year, an increase of \$2,363,620. Meanwhile working expenses had only grown by \$631,585, from \$4,726,703 in October, 1908, to \$5,358,292 last month. So that net profits for this October were \$4,386,297, as against \$2,655,266 last year, an increase of \$1,731,030.

During the four months of the fiscal year since July 1, the gross earnings of the C.P.R. have been \$32,634,789, as compared with \$26,452,480 last year, an increase of \$6,182,309. The net profits during the same period have been \$13,262,114, as against \$9,623,346 last year, an increase of \$3,638,768.

Gross earnings for November were almost \$9,000,000 as compared with \$7,150,000 last year.

Gradually Winnipeg has got into "running order" again after the bad tie-up caused by the

break in the plant of the Winnipeg Power Co. Those industrial plants which, like the Ogilvie Flour Mills Company, had steam plants to fall back on were fortunate indeed. Partial repairs have been made to the flooded power plant, and a limited supply of power was available some ten days ago.

At the first of last week rough lumber was advanced \$1 per thousand feet throughout Western Canada by the coast mills of British Columbia. A further rise may occur within the next few months. Some mills called their travellers in off the road recently as they have on their books all the orders they can fill by the end of the year. The price of lumber was kept down for a long time owing to the tussle for business between export mills. A truce now has been arranged and one of the first results was the advance.

Civic Finances of Winnipeg.

The annual report of Winnipeg's city comptroller, Mr. W. H. Evanson shows total civic receipts for year ended April 30, 1909, to have been \$13,941,693, with total expenditure of \$11,730,907. Debentures were sold amounting to \$986,162 and stock totalling \$3,677,563. Out of the proceeds repayment was made of the city's heavy 1906 and 1907 borrowings.

The balance sheet shows a nominal excess of \$3,645,664 in assets over liabilities.

The city has now outstanding debentures amounting to \$8,986,323 and stock of \$9,733,333—a total of \$18,719,656. The sinking fund reserve stands at \$1,679,956.

Twenty years ago, the total property assessment in Winnipeg was but little more than \$22,000,000. Now it is practically \$135,000,000.

Sizing up the Grain Crop.

At the close of last week, insurance expired on all grain cargoes, and lake navigation for the season nominally ends. Naturally the preceding week had been a rush time at the head of the Great Lakes.

By all grain authorities, it is now pretty well agreed that the West's grain yield this year totals over 300,000,000 bushels of which nearly 125,000,000 bushels are wheat. The marketable surplus of wheat will thus amount to 100,000,000 bushels or over. It is estimated that to the farmers themselves some \$85,000,000 should accrue from selling of wheat. And it is not unlikely that 25,000,000 bushels of oats and barley will be shipped East as well. In fact, the grain shipped out of the Western provinces from the 1909 crops will have a total value to the producer, of about \$100,000,000.

From September 1st to November 30, 1909, shipments of wheat from Fort William and Port Arthur totalled 35,400,873 bushels, as compared with 27,096,021 last year. Holdings at the elevators at the two upper lake ports are estimated this week at 4,975,000 bushels, or 1,336,000 bushels less than last Monday, owing to the big run of grain carried out in order to have it placed at bay ports before close of navigation.

Just how wheat prices are going to rule from now on is problematic—as always. It is noteworthy that in the United States, the milling demand has shown a falling off of late. At the beginning of November, the granaries of the world held 30,000,000 bushels less of wheat than in 1906, but slightly more than in 1908 and 1907, according to