

From Western Fields.

FUTURE WORLD-DEMAND FOR WHEAT.

Increasing Canadian Exports—Montreal Route Favoured—Comparative Grain Yields—Railroad Activities—New Pacific Steamers—Western Payments Satisfactory—Prices of Winnipeg Real Estate.

Distinctly interesting to the Canadian West is the official statement from Washington that the calendar year of 1909 will show a smaller exportation of wheat than any year in the last decade, and an increased home consumption, both in amount and per capita average. The exportation of wheat during the nine months ending with September amounted to only 27,768,901 bushels, against 68,178,935 bushels in the same months of 1908, and of flour 6,288,283 barrels, against 9,428,347. This reduction in exports of wheat seems to be due to increased consumption at home rather to any decline in production.

It looks as though the world's increasing wheat demands are not going to let prices get cheap. Interesting also in this connection is the recent statement, in Calgary, of Mr. J. J. Blakeslee, appointed by the German Merchants' and Manufacturers' Association and the German-Canadian Society to endeavour to bring a readjustment of traffic between Germany and Canada. Mr. Blakeslee stated that in Germany the demand for wheat bread is rapidly increasing, while the demand for rye bread, which up to a few years ago was almost entirely used, is rapidly diminishing. German millers, therefore, are desirous of securing large quantities of Canadian wheat.

Inspection Returns.

During the month of October no less than 20,627,400 bushels of wheat passed Winnipeg, bringing the total wheat inspection of this year's crop up to 36,940,420 bushels, or 11,002,550 bushels more than in the corresponding period of 1908.

Not until this year has the Warehouse Commissioner given out detailed figures of all grain cargoes shipped from the head of the lakes to eastern transfer elevators. But since the amendment to the Manitoba Inspection Act placed these transfer elevators under direct supervision of the Government, weighing facilities in all of them were thoroughly overhauled and detailed reports are now available. Figures given below cover the months of September and October of this year only:

	Bill of Lading.	Out turn.	Net Shortage.
Wheat.....	8,470,287.30	8,463,925.40	5,596.46
Oats.....	2,377,311.08	2,375,096.21	2,214.21
Barley.....	245,121.14	245,189.68	
Flax.....	74,823.04	74,738.20	64.40

Last year the total loss on out-turns was fifty thousand bushels. October of the present year bears a record for big shipments, so that the small percentage of shortage is considered gratifying.

"Montreal continues to beat New York in the competition for the carrying trade of the grain of North America." Such was the view expressed by W. R. MacInnis, the freight traffic manager of the Canadian Pacific Railway, at Winnipeg, recently.

Mr. MacInnis remarked that in their attempt to divert the stream of grain back into United States

channels, the railroads connecting Buffalo and New York made considerable reductions this summer per bushel on the grain carried. This did not affect Montreal. All previous records for wheat going via the lake ports by boat and by C. P. R. steel were surpassed by about 50 per cent.

The Tide of Immigration.

The tide of immigration is still at its flood, despite the lateness of the season. Mr. W. J. White, superintendent of Canadian immigration agencies across the line, has just returned from an official tour of the Western States. As an instance of continued migration from these states, he remarked that from one farming district in Idaho, some 1,500 settlers have moved into the Canadian Northwest. He states that up to a few months ago the bulk of the immigration from the Western States went to Southern Alberta. However, the recent rise in land value there, running as it has from 20 to 50 per cent., has caused the homeseekers to locate farther north. It is interesting to note that heads of families have selected farms during the summer and erected homes, so that the intending settlers may move to their new homes during the fall and thus be ready to begin farming operations in the early spring.

A record of comparative yields of wheat during recent years explains somewhat the flow of United States immigration to the Canadian West.

In the past five years the average wheat yields of the three grain provinces of Canada have been as follows:

	1905	1906	1907	1908	1909*
Manitoba.....	21.07	14.49	14.22	17.28	15
Saskatchewan.....	23.09	18.50	14.04	13.68	19
Alberta.....	21.46	23.07	18.15	18.81	25

*Estimated.

For the three leading spring wheat states during the same years the yields were as follows:

	1905	1906	1907	1908	1909
Minnesota.....	13.3	10.9	13.0	12.8	16.5
N. Dakota.....	14.0	13.0	10.0	11.6	13.7
S. Dakota.....	13.7	13.4	11.2	12.8	14.1

But, gratifying as this is, it does not relieve farmers in Canada from the duty of considering improved methods of agriculture—methods of cultivation not of "wheat-mining."

Grand Trunk Pacific's Progress.

Mr. Cy. Warman, railroad man and author, is an enthusiast on railway development throughout the West. Returning lately from an extended tour he is reported as saying:

"While the railways are making track they are making the Canadian West the busiest corner on the continent. They are undoubtedly making the country, and no matter how fast they build, its development runs ahead of them. The West does not agree with a distinguished politician who recently declared that he purposely travelled by the G. T. P. and reached the conviction that the West did not need the new line, and since there is no evidence obtainable that he travelled a single mile over the G. T. P. I prefer to believe that he was misquoted.

"I was much surprised to find that 80 per cent., of the land along the G. T. P. west of Edmonton is the best kind of wheat-growing soil. Already a lively little town is growing up on the banks of