

open to question. It is very desirable that on all berths the growth of pine, as the most valuable wood, should be facilitated and encouraged; this can hardly be done by cutting down all the merchantable pine and leaving its place to be taken up by balsam, hemlock, spruce or any other wood covering the ground. Good forestry requires that the merchantable trees of these varieties should also be cut down to allow the seed of the pine to germinate, which it will not do under the close shade of other trees. Hitherto it would not pay lumbermen in many places to cut either hemlock, spruce, or balsam, but now that the price has increased they should be cut down and not allowed to usurp the place of more valuable timber and the same may be said of localities where hardwood predominates. If the pine is cut down and the crown of the forest left intact, then pine will not come up again under its shade, or if it does, will be under stunted conditions."

Here is another good suggestion from the same source:

"It is manifest that a country of rock, interspersed with good agricultural land, which has a population of thrifty farmers, cannot be depopulated even if it could be shown that better financial results would accrue to the holder if it were all kept under forest; the conditions point rather to mixed holdings of greater extent than at present prevail. Instead of trying to make a living as a farmer only, the proprietor should be encouraged to acquire a larger acreage and become a forester as well as a farmer. An ideal condition for the district would be for the proprietor to own say, 1,000 or 1,200 acres; cultivate the really good part wherever found within his boundaries, and keep the rest of it in forest."



EXPORT TRADE OF MONTREAL.

Statistics of Montreal's export trade must always be interesting to Canadians, seeing that that city is the great entrepot of our out-going commerce for seven months out of twelve. We are pleased, thus early in the New Year to receive the ninth issue of the Gazette's pamphlet concerning the Export Trade of Montreal. This compilation gives comparative figures and other information about grain, flour, live-stock, dairy products, cured meats, dressed poultry, timber, apples, and hay, passing through the port; besides census figures and some account of shipping.

Speaking generally, the trade of Canada outward and inward in 1904 was the largest known in her history. Indeed the strides it has made in ten years are remarkable, as a tabulation will show. Taking merchandise imported and foreign as well as domestic produce exported, the totals for 1894 and for four latest years are as under:—

	Imports.	Exports.
1894	\$113,093,983	\$117,524,949
1901	181,237,988	196,487,632
1902	202,791,595	211,640,286
1903	233,787,325	225,849,724
1904	251,460,737	213,521,235

But it is important to notice that the gain in 1904 consists entirely of imports, for in that year the exports were twelve millions less than in 1903. During several years ended with 1902 our exports exceeded our imports, a desirable state of things. The two later years have, however, reversed this condition, which is not a matter on which we may properly congratulate ourselves.

Exports from Canada of foreign produce, consisting for the most part of United States grain and dairy products, form but a small share of the total export across the Atlantic, and that small share is declining

in its proportion to the whole. In the years 1884 and 1894 respectively it was 11.8 and 11.4 per cent.; in 1901 and 1902 it was 9.62 per cent., and 7.12 per cent.; in 1903 and 1904 it was 5 per cent. and 6.37 per cent.

The commanding position occupied by Montreal in the outward and inward trade of Canada the pamphlet illustrates by the following table. It shows the valuation trade of the principal ports of Canada for the year 1904, on the basis of imports and exports:

	Imports.	Exports.
Montreal	\$80,561,275	\$67,844,729
Toronto	47,671,288	3,150
Winnipeg	13,242,027	1,044,556
Halifax	8,370,346	9,203,245
St. John	6,663,679	13,318,058
Quebec	8,121,339	5,095,034
Hamilton	9,328,014
Vancouver	6,015,540	4,346,635
Victoria	2,998,453	1,071,418

But it is necessary to explain, and this the editor does on page 23, that as all export entries are compiled at the port of exit, and not at the port of origin, the above figures do not fairly represent the relative importance of the several ports in the matter of exports.

Clearly, the figure given above as of Toronto's exports for a whole year is absurd, lacking four figures at least.

As to Montreal shipping, the harbor master's report this year shows a decrease in total tonnage over last year, which has not been the case for several years. Fewer steamers have come to the port, while the same number of sailing vessels as last year arrived. This year 774 sea-going vessels arrived as against 802 last season, showing a decrease of 28 vessels. But the total tonnage has grown steadily for a series of years with the exception of 1904, as follows: 1,393,886 tons in 1900; 1,453,048 tons in 1901; 1,539,404 tons in 1902; 1,890,904 tons in 1903; and 1,856,697 tons in 1904. The tonnage of sailing ships coming to the harbor from the ocean has been declining for years. In inland navigation—the Great Lakes and Gulf ports—10,027 vessels entered at the port last year for a total tonnage of 2,348,496.

It was a poor year for cheese, which is so large an item in Canadian exports; not that the quantity declined seriously but that the price was low, average \$6.80 per box as compared with \$8.50 and \$9 respectively in the two preceding seasons. For nine years there has been an average of two million boxes cheese shipped from Montreal, bringing say fifteen million dollars. Since 1899 the price netted had been going up till in 1903, 2,396,000 boxes brought \$21,563,000. But last year the 2,114,639 boxes shipped brought only \$14,379,545, a shrinkage of almost one-third.

More satisfactory was butter, which for half a dozen years has been going abroad in larger quantity and bringing generally a better price. In 1897 the exports were only 200,000 packages, bringing \$12 per package; in six years ended with 1904 the quantity averaged 414,000 packages, and the price \$13.96 per package. In 1901 and 1902, \$14.70 per package was realized; in 1904 only \$12.90, but the quantity was 490,000 packages, which surpassed any year but 1902.

The exports of cattle, sheep, and horses by the port of Montreal in 1904, though not so large as in some previous seasons were fairly satisfactory in their results to shippers. There were shipped by 205 vessels 112,611 cattle, valued at \$62.50 per head; 350 horses, valued at \$250 each; 48,075 sheep, valued at \$5.50 each;