

**CHICAGO WHEAT REVIEW.**

(Concluded from page 21.)

the northwest movement has been restricted by adverse weather conditions. Heavy snow and very severe temperatures in the spring wheat country have seriously checked shipments of grain from the farms, as well as hampering the railroad movement to no small extent. With the milder weather, however, it is expected that receipts will increase, as there is considerable wheat back in the country, particularly in Canada.

Demand for flour, which for some weeks has been slow, is springing up again, and in the past few days liberal sales have been reported, particularly by the southwest mills. Some of the Chicago millers have made moderate sales of flour for export recently, and also report a better domestic inquiry. Northwest millers as yet have claimed no important increase in flour sales, but it is noted that they are buying wheat in goodly quantities and are willing to pay fancy premiums for same. Not only have they been picking up wheat at the Minneapolis and Duluth markets, but have also been buying at Kansas City. Report comes by way of London that a good deal of flour sold in November and December, and delayed in clearance, is now arriving in the United Kingdom and is being resold at prices which millers cannot meet.

R. A. MEINCKE.

**OCEAN FREIGHT SITUATION.**

The volume of business from the Atlantic ports is limited to the amount of ocean tonnage that is obtainable. The present vessel accommodation is insufficient to carry the traffic that is now waiting to be exported. Ocean rates are based on supply and demand, and at the moment the demand so far exceeds the supply that ship owners are almost in a position to make any terms they wish to ask. Some of the United Kingdom ports are not equal to the demand on the other side, consequently the English markets are in many cases bare of supplies, and they are paying relatively high prices to get wheat. The price on this side is not excessively high as compared to what consumers in foreign markets are paying, the extra cost over our prevailing prices is absorbed by the excessive transportation rates that have to be paid.

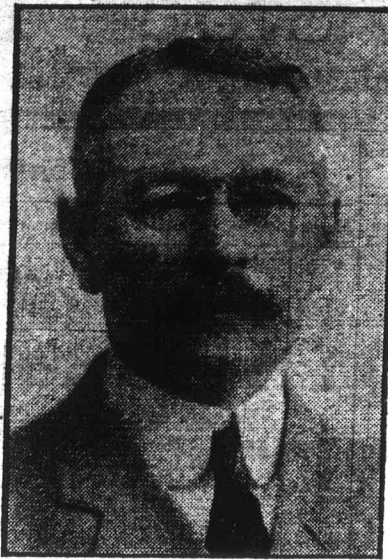
There is no indication that all the available surplus of export wheat will reach the European markets before the end of this crop, owing to inadequate transportation facilities.

The tone of the market for ocean grain room for spring shipment from here is strong, and rates are steadily working towards a higher level under a steady demand, and engagements of heavy grain for May-June shipment to Liverpool were made at 16s 6d; London at 16s 3d; Glasgow at 16s; Belfast and Dublin at 17s; Manchester, June-July at 16s, and Hull at 16s 6d. These rates as compared with those paid last year show an advance of 7s 3d to 11s per qr.

**RECEIPTS OF BUTTER, CHEESE & EGGS.**

The following table shows the receipts of butter, cheese and eggs in Montreal for the week ending February 19, with comparisons:

	Butter, pkgs.	Cheese, boxes.	Eggs, cases.
Week ended Feb. 19, 1916	739	279	4,189
Week ended Feb. 12, 1916	593	771	2,687
Week ended Feb. 20, 1915	853	140	4,315
Total receipts May 1, 1915.			
to date	397,144	1,995,213	536,042
Total receipts correspond.			
period last year	384,625	1,529,912	374,540



MR. L. B. MacFARLANE,  
President Bell Telephone Company.

**COMMODITY MARKETS.**

Note.—(Owing to the re-organization of this department incidental to the merger of the Canadian Miller and Cerealists with the Journal of Commerce, it is impossible to include the regular weekly features dealing with the Commodity Markets in detail in this issue. These features will appear next week, and hereafter as usual, however, with both the market reviews and current wholesale quotations. The following is a summary of some of the principal markets.)

The uncertain weather during the past week has influenced the markets in many directions, but now that colder weather has set in better prices are looked for, especially in the case of country produce. Butter prices have remained stationary, with an especially good demand for fresh rolls and dairy blocks. Higher prices are looked for as the stocks on hand are getting low. Egg receipts have been increasing, with prices uncertain. Fresh eggs have been coming in faster than the demand has warranted. Very little change is looked for in the cheese market, as prices will probably remain steady until spring. Very little cheese is being exported owing to the increasing difficulty of obtaining ocean freight. In the fish trade, greater activity is expected with the colder weather, and the approach of Lent. Frozen haddock shows a tendency to advance. Country trade for salt and pickled fish is very fair, bulk and shell oysters are in good demand; lobsters continue firm, and tommy cods are plentiful with prices a little lower.

A decided drop in the price of oranges and lemons has been the feature of the week's fruit market. Oranges are \$1.00 a box lower owing to a heavy shipment from California which has overstocked the market, but an advance is expected shortly. Lemons show a decline of \$1.00 to \$1.25 a box during the last ten days due to heavy shipments from Messina and Palermo. California celery is coming in, the prices holding firm. Considerable comment has been caused by the duty on apples, but it is expected that only the B. C. shippers will be affected.

**DANISH PAPER EMBARGO.**

The United States Consul-General at Copenhagen reported last week that the Danish government had prohibited the exportation of wood pulp and heavy paper.

**CANADIAN PACIFIC**

**Manchester--Boston**  
\*9.25 a.m., \*8.10 p.m.

**St. John--Halifax**  
†7.15 p.m.

**Sherbrooke--Lennoxville**  
\*8.25 a.m., †4.10 p.m., †7.15 p.m.

**Soo--St. Paul**  
\*8.45 p.m.

**Winnipeg--Vancouver**  
\*10.15 p.m.

\*Daily. †Daily except Sunday  
‡except Saturday.

All trains carry up-to-date equipment.

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Windsor Hotel, Place Viger and Windsor St. Stations.

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**GRAND TRUNK RAILWAY SYSTEM.**

Traffic earnings from February 8th to 14th, 1916.  
1916 . . . . . \$957,195  
1915 . . . . . 817,255

Increase . . . . . \$139,940

**CANADIAN PACIFIC RAILWAY COMPANY.**

Week ending Feb. 14th, 1916 . . . . . \$1,912,000  
Same period 1915 . . . . . 1,634,000

Increase . . . . . \$278,000

**CANADIAN NORTHERN RAILWAY**

Gross earnings.

For week ending Feb. 14, 1916. \$453,100 \$13,618,600  
Corresponding period last year 380,500 8,771,400

Increase . . . . . \$72,600 \$4,847,200

**LAND GRANTS TO RAILROADS.**

The total land grants by the Dominion government to railroads up to June 30, 1914, amounted to 31,864,074 acres. Of these grants the Canadian Pacific received on the main line, 18,209,986. As the original grant amounted to 25,000,000, that leaves a balance of 6,793,014 still to be conveyed to that corporation on that one line. The different provinces have granted 23,876,175 acres. This, added to the Dominion grant, brings up the total to 55,740,249 acres, very nearly as much as the whole of England, Wales and Scotland. In fact, so far as productivity is concerned, it is more than that, for all the land granted to these railroads was of good quality, while the area of the British Isles includes all the moor and mountain unfit for habitation.

Besides these, the total financial aid to steam railroads up to June 30, 1914, from the Dominion, provincial and municipal authorities, amounted to \$233,772,640. How much the speculators made the reports are very silent.

**RUSSIAN ACREAGE REDUCED.**

According to special cables, the wheat acreage in Russia has been reduced, and the prospects there are not altogether favorable as a result of climatic conditions. It is expected that growing weather will show a large reduction seeded to wheat. The North ports are still ice-bound, and early spring exports will be limited. There is very little grain moving in the interior, as snow is heavy and railways are blocked.

The Canadian Northern Railway has raised the embargo on grain shipments to Port Arthur in that it will now accept shipments to Canadian Northern elevators at Port Arthur.

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