

# Lake of the Woods Milling Company, Limited

Makers of Manitoba Spring Wheat Flour  
Guaranteed

Not Bleached

Not Blended

Mills at Keewatin and Portage La Prairie  
Offices: Montreal and Winnipeg, Canada

Cable Address, "Hastings" Montreal  
Capacity, 13,700 Barrels Daily

## Grain Movement and Freights

The Canadian Bank of Commerce, in its monthly Circular Letter of May, says, in part:—"The opening of navigation attracted more than ordinary attention this year because of the large volume of grain to come forward from Western Canada. At that time the grain in store at terminals, and elevators in Eastern Canada, amounted to 53,521,952 bushels as compared with 19,684,913 on April 22nd, 1915. On one day recently no fewer than seventeen steamers, loaded to capacity with 3,560,000 bushels of grain, cleared from the harbours at the head of the lakes, and the amount remaining on hand, augmented daily by heavy arrivals from further west, assures shipping men of the busiest season in many years. Up to April 30th last there had been inspected 329,952,700 bushels of the crop of 1915, of which wheat accounted for 247,861,579 bushels. The receipts of all kinds at terminals had been 237,827,579 bushels, of which 208,685,481 had been sent forward. In the course of so great a movement some weaknesses have been disclosed in the system of handling grain, especially at tide-water ports, where the congestion appears likely to continue because of the utilization of so much tonnage by the Imperial authorities for the transport of munitions. Some vessel agents, however, expect that more tonnage will shortly be available at Atlantic ports. At our request a leading authority gives the following review of the situation as to freights and tonnage:

"Two factors, I consider, have been instrumental in causing the high freights and scarcity of tonnage. The first is the large number of steamers that the Government have been using in the transportation of ammunition, supplies and troops, not only to France, but to the Dardanelles and later to Salonika and from India to Persia, but conditions, I think, are now changing. Apparently there is shortly to be a reduction in the quantity of ammunition and stores to be shipped and the Government are releasing a number of steamers.

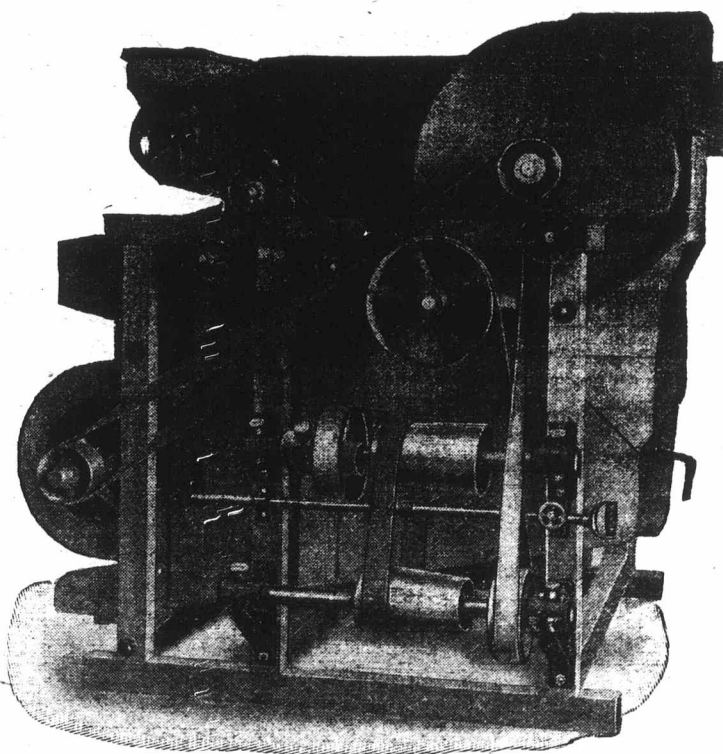
"A factor that will help conditions is that the British Government have commandeered a number of ordinary freight steamers which, with the German steamers, are being used in the transportation

of Canadian and American grain to Europe, principally to England. In addition, they have appointed a commission of British grain merchants to buy grain f.o.b. In this way the rate of freight that is being paid is on the basis of, say, twelve shillings on the vessel's dead weight, whereas freights up to three months ago were about fifteen shillings or seventeen shillings and sixpence per quarter, or probably about 40 per cent more than on the dead

weight basis.

"As regards general produce, such as cheese, butter, flour, etc., I think rates will have to be considerably reduced. For instance, 200 shillings on cheese, or nearly 2 cents a pound, is so phenomenal a rate, that with 10 or 11 shillings for grain offered by the commandeered steamers the regular lines will be forced to base their rates for cheese and other produce on the rate quoted for wheat."

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