



GRAIN, LIVE STOCK AND PRODUCE MARKET

WINNIPEG MARKET LETTER

(Office of The Grain Growers' Grain Company Limited, December 4, 1911)

Wheat.—With the passing out of the month of November, our market was bound to take the usual decline, for while a number of boats will load, the increased insurance on the hull and on cargo, as well as the increase in freight rates has told against the grain to the extent of two to three cents per bushel. The straight grades of wheat have been in demand saving No. 1 Northern, which is too scarce to find much favor with shippers when there is little time to make up cargoes. However, our very best endeavors have been put forth, even by having our special agent at the Lake terminals to get the weights of every possible car which should have sold before the close of navigation, but many cars have been greatly delayed in getting ahead, and are not yet unloaded. The Argentine situation is more open to dispute than it was a couple of weeks ago, when the reports were only optimistic, but now it is said in some districts there has been far too much rain. If the Russian shortage is as big as has been named, the higher grades of wheat should yet bring better prices. Lately the rejected grades and tough grades have been heavily penalized, but we think this spread should close up a little when it comes to an all rail proposition, as it will be in a day or two now. Shippers will again notice that grain in the C.N.R. and G.T.P. terminals will only bring prices in the case of wheat about $\frac{1}{2}$ cent less than grain in C.P.R. terminals, and in the case of oats and barley $\frac{1}{4}$ cent less. The Canadian Northern and Grand Trunk Pacific railway companies have not yet lines of their own around the North shore of Lake Superior, which means that grain going all rail from C.N.R. and G.T.P. terminals must pay a switching charge of \$5 per car from Port Arthur over to C.P.R. rails at Fort William. Farmers are again reminded that they may safely ship their tough grain at this season, despite the reports that are current in many districts, that tough grain will not be received at terminal elevators. Farmers should aim at putting their low grade grain on the secondary markets of the world before selling, and thus obtain for themselves the highest possible prices. We look for a gradual improvement in the market, but no decided upward turn until after the holidays, and after these heavy stocks put down over the lakes in the last fortnight have been rushed to ultimate buyers, the final shipments will probably be made between December 6 and 12, according to the conditions of the weather.

Oats.—Oats have gradually declined, and we think that with receipts increasing, there may now be a little decline in this cereal.

Barley.—Barley has not been in demand at all, and the usual quiet time of three or four weeks after the close of navigation, may now be expected in that grain.

Flax.—Flax has passed a new low level this week, and with firmness the last day or two in American markets, our flax has shown a little strength. Farmers holding clean, unfrosted flax, would do well to bear in mind that much flax will be wanted for seed purposes in the spring, and during the winter months they can make well by cleaning up their stock and advertising it about the end of March.

WINNIPEG FUTURES

| Wheat—Nov. | Dec. | Old | New |
|-----------------------------|-------------------|-------------------|------------------|
| Nov. 29.. 99 | 95 $\frac{1}{2}$ | 98 $\frac{1}{2}$ | 98 $\frac{1}{2}$ |
| Nov. 30.. 99 $\frac{1}{2}$ | 95 | 98 $\frac{1}{2}$ | 98 |
| Dec. 1..... | 96 | 99 $\frac{1}{2}$ | 99 $\frac{1}{2}$ |
| Dec. 2..... | 96 $\frac{1}{2}$ | 100 $\frac{1}{2}$ | 99 $\frac{1}{2}$ |
| Dec. 4..... | 95 $\frac{1}{2}$ | 99 $\frac{1}{2}$ | 98 $\frac{1}{2}$ |
| Dec. 5..... | 94 $\frac{1}{2}$ | 98 $\frac{1}{2}$ | 98 |
| Oats— | | | |
| Nov. 29.. 40 $\frac{1}{2}$ | 39 | 41 $\frac{1}{2}$ | ..... |
| Nov. 30.. 39 $\frac{1}{2}$ | 38 $\frac{1}{2}$ | 41 | ..... |
| Dec. 1..... | 38 $\frac{1}{2}$ | 41 $\frac{1}{2}$ | ..... |
| Dec. 2..... | 38 $\frac{1}{2}$ | 41 $\frac{1}{2}$ | ..... |
| Dec. 4..... | 38 | 41 | ..... |
| Dec. 5..... | 37 $\frac{1}{2}$ | 40 $\frac{1}{2}$ | ..... |
| Flax— | | | |
| Nov. 29.. 168 $\frac{1}{2}$ | 168 $\frac{1}{2}$ | ..... | ..... |
| Nov. 30.. 165 | 167 | ..... | ..... |
| Dec. 1..... | 166 | 172 $\frac{1}{2}$ | ..... |
| Dec. 2..... | 169 | 175 $\frac{1}{2}$ | ..... |
| Dec. 4..... | 169 | 176 | ..... |
| Dec. 5..... | 168 | 174 | ..... |

TOUGH WHEAT

Tough wheat quotations Tuesday December 5 were: No. 3, 78 cents; No. 4, 73 cents; No. 5, 62 cents; No. 6, 55 cents.

MINNEAPOLIS CASH SALES

December 2.

| | |
|---------------------------|--------------------|
| No. 1 Nor. wheat, 24 cars | \$1.03 |
| No. 1 Nor. wheat, 5 cars | 1.03 $\frac{1}{2}$ |
| No. 1 Nor. wheat, 3 cars | 1.03 $\frac{1}{2}$ |
| No. 1 Nor. wheat, 3 cars | 1.03 $\frac{1}{2}$ |
| No. 2 Nor. wheat, 35 cars | 1.01 |
| No. 2 Nor. wheat, 1 car | 1.01 $\frac{1}{2}$ |
| No. 2 Nor. wheat, 7 cars | 1.01 $\frac{1}{2}$ |
| No. 2 Nor. wheat, 1 car | 1.00 $\frac{1}{2}$ |

| | |
|---|-------------------|
| No. 2 Nor. wheat, 1 car choice | 1.03 |
| No. 2 Nor. wheat, 1 car king heads | .98 $\frac{1}{2}$ |
| No. 2 Nor. wheat, 1 car | 1.02 |
| No. 2 Nor. wheat, 1,000 bu. to arr. | 1.02 |
| No. 3 wheat, 3 cars | .98 $\frac{1}{2}$ |
| No. 3 wheat, 1 car stained | .94 |
| No. 3 wheat, 1 car stained | .97 $\frac{1}{2}$ |
| No. 3 wheat, 24 cars | .98 |
| No. 3 wheat, 4 cars | .98 $\frac{1}{2}$ |
| No. 4 wheat, 1 car | .94 $\frac{1}{2}$ |
| No. 4 wheat, 10 cars | .95 $\frac{1}{2}$ |
| No. 4 wheat, 1 car | .85 |
| No. 4 wheat, 1 car | .95 $\frac{1}{2}$ |
| No. 4 wheat, 2 cars | .95 |
| No. 4 wheat, part car | .94 $\frac{1}{2}$ |
| Rejected wheat, 1 car, frost | .88 |
| Rejected wheat, 2 cars | .80 |
| Rejected wheat, 1 car | .95 $\frac{1}{2}$ |
| Rejected wheat, 1 car | .91 $\frac{1}{2}$ |
| Rejected wheat, 1 car | .85 |
| No grade wheat, 2 cars | .96 $\frac{1}{2}$ |
| No grade wheat, 2 cars | .92 |
| No grade wheat, 1 car | .91 |
| No grade wheat, 1 car, stained, bin burnt | .88 |
| No grade wheat, 1 car | .94 $\frac{1}{2}$ |
| No grade wheat, 1 car | .96 $\frac{1}{2}$ |
| No grade wheat, 1 car | .94 $\frac{1}{2}$ |
| No grade wheat, 5 cars | .94 |
| No. 1 Durum wheat, 1 car to arr. | .99 |
| No. 1 Durum wheat, part car | .99 |
| No. 2 Durum wheat, part car | .97 |
| No. 2 Durum wheat, 1 car | .95 $\frac{1}{2}$ |
| No. 2 hard winter wheat, 1 car, western | .98 |
| No. 2 hard winter wheat, 1 car, soft, Montana | .95 $\frac{1}{2}$ |
| No. 2 hard winter wheat, 1 car, Montana | .99 |

QUOTATIONS IN STORE FORT WILLIAM & PORT ARTHUR from NOV. 29 to DEC. 5, INCLUSIVE

| DATE | WHEAT | | | | | | | | | | | | OATS | | BARLEY | | | | FLAX | | | |
|--------|-------|-----|-----|-----|-----|-----|------|----------|----------|----------|----------|---------------|---------------|-------------|--------|---|-----------|---------------|------|--|--|--|
| | 1* | 2* | 3* | 4 | 5 | 6 | Feed | Rej. 1 1 | Rej. 1 2 | Rej. 1 2 | Rej. 2 2 | Rej. 1* Seeds | Rej. 2* Seeds | 2 cw. 5 cw. | 3 | 4 | Rej. Feed | 1NW 1 Man. Re | | | | |
| Nov. | 99 | 96 | 90 | 84½ | 74 | 66½ | 66 | | | | | | | 39 | | | | | | | | |
| 29 | 99 | 96 | 89 | 83½ | 73½ | 65 | 62 | | | | | | | 38½ | | | | | | | | |
| 30 | | 95½ | 88½ | 83½ | 73½ | 65 | 61½ | | | | | | | 38½ | | | | | | | | |
| Dec. 1 | | 96½ | 93½ | 86½ | 79 | 69 | 61 | 58 | | | | | | 38½ | | | | | | | | |
| | 2 | 95½ | 92½ | 85½ | 79 | 69 | 61½ | 58 | | | | | | 38 | | | | | | | | |
| | 4 | 94½ | 91½ | 84½ | 78½ | 68½ | 52½ | 57 | | | | | | 37 | | | | | | | | |
| | 5 | | | | | | | | | | | | | | | | | | | | | |

WINNIPEG AND MINNEAPOLIS PRICES

The following were the closing prices for grain on the Winnipeg and Minneapolis markets on Saturday last, December 2. A study of these figures will show what the Canadian farmers lose through being barred from the United States markets. It must be remembered that the Minneapolis grades are of a lower standard than those required by the Winnipeg inspection, and all Canadian No. 2 Northern and much No. 3 Northern wheat would grade No. 1 Northern at Minneapolis.

| | Winnipeg | Minneapolis |
|-----------------------|----------------------|--|
| No. 1 Nor. cash wheat | 96 $\frac{1}{2}$ c. | \$1.03 $\frac{1}{2}$ |
| No. 2 Nor. cash wheat | 93 $\frac{1}{2}$ c. | \$1.01 $\frac{1}{2}$ |
| No. 3 Nor. cash wheat | 86 $\frac{1}{2}$ c. | 95 $\frac{1}{2}$ c. to 98 $\frac{1}{2}$ c. |
| December wheat | 96 $\frac{1}{2}$ c. | \$1.02 $\frac{1}{2}$ |
| May wheat | \$1.00 $\frac{1}{2}$ | \$1.07 $\frac{1}{2}$ |
| No. 3 White oats | 37 $\frac{1}{2}$ c. | 45 $\frac{1}{2}$ c. to 46 $\frac{1}{2}$ c. |
| Barley | 50c. to 65c. | 70c. to \$1.18 |

| | | | |
|--|--------------------|----------------------------------|--------------------|
| No. 2 hard winter wheat, 1 car | 1.02 $\frac{1}{2}$ | Sample barley, 2 cars | 1.15 $\frac{1}{2}$ |
| No. 2 hard winter wheat, 1 car | .98 | Sample barley, 1 car | 1.10 |
| No. 2 hard winter wheat, 1 car | .98 $\frac{1}{2}$ | Sample barley, 1 car | 1.05 |
| No. 3 hard winter wheat, 3 cars | .98 $\frac{1}{2}$ | Sample barley, 2,000 bu. to arr. | 1.10 |
| No. 3 hard winter wheat, 2 cars | .97 $\frac{1}{2}$ | No. 1 flax, 3 cars | 1.95 $\frac{1}{2}$ |
| No. 3 hard winter wheat, 3 cars | .98 | No. 1 flax, 2 cars | 1.95 |
| No. 3 hard winter wheat, 1 car | .97 | No. 1 flax, 1 car dockage | 1.97 |
| No. 3 hard winter wheat, 2 cars | .97 $\frac{1}{2}$ | No. 1 flax, 1 car dockage | 1.97 $\frac{1}{2}$ |
| No. 3 hard winter wheat, 2 cars, Montana | .98 | No. 1 flax, 1 car dockage | 1.97 $\frac{1}{2}$ |
| No. 3 hard winter wheat, 1 car, Montana | .96 $\frac{1}{2}$ | No. 1 flax, 1 car | 1.97 |
| No. 4 hard winter wheat, 1 car | .95 $\frac{1}{2}$ | No. 1 flax, 1,000 bu. to arr. | 1.95 $\frac{1}{2}$ |
| No. 4 hard winter wheat, 1 car | .94 $\frac{1}{2}$ | No. 1 flax, 1,263 bu. to arr. | 1.95 |
| No. 4 hard winter wheat, 1 car | .96 | No. 1 flax, 600 bu. to arr. | 1.96 $\frac{1}{2}$ |
| No. 4 hard winter wheat, 1 car, Montana | .98 | No. 1 flax, 1,000 bu. to arr. | 1.96 |
| No grade winter wheat, 8 cars | .98 | No. 1 flax, 1,000 bu. to arr. | 1.97 |
| No grade winter wheat, 3 cars | .92 $\frac{1}{2}$ | No. 2 flax, 1 car dockage | 1.93 $\frac{1}{2}$ |
| No. 1 western wheat, 1 car | .95 | No. 2 flax, 1 car | 1.93 $\frac{1}{2}$ |
| No. 1 western wheat, 1 car | .97 | No. 2 flax, 1 car | 1.92 $\frac{1}{2}$ |
| No. 1 western wheat, 1 car, Montana | .95 $\frac{1}{2}$ | No grade flax, 1 car | 1.92 |
| No. 2 western wheat, 1 car | .90 | No grade flax, 1 car wet | 1.79 |
| No. 2 western wheat, 1 car | .92 | No grade flax, 1 car | 1.87 |
| No. 3 western wheat, 2 cars | .90 | No grade flax, 1 car | 1.80 |
| No. 2 white oats, 1 car Montana | .49 | | |
| No. 3 white oats, 1 car | .45 $\frac{1}{2}$ | | |
| No. 3 white oats, 1 car, Montana | .48 | | |
| No. 3 white oats, 1 car | .46 | | |
| No. 4 white oats, 2 cars | .44 $\frac{1}{2}$ | | |
| No. 4 white oats, 3 cars | .45 | | |
| No. 3 white oats, 1 car | .43 $\frac{1}{2}$ | | |
| Mill oats, 1 car | .35 $\frac{1}{2}$ | | |
| No. 4 barley, 1 car | 1.10 | | |
| No. 4 barley, 1 car | 1.05 | | |
| No. 4 barley, 1 car | 1.06 | | |
| No. 1 feed barley, 2 cars | 1.02 | | |
| No. 1 feed barley, 3 cars | 1.03 | | |
| No. 1 feed barley, 5 cars | 1.00 | | |
| No. 1 feed barley, 3 cars | .97 | | |
| No. 1 feed barley, 3 cars | .96 | | |
| No. 1 feed barley, 1 car | 1.01 | | |
| No. 1 feed barley, 1 car | .98 | | |
| No. 2 feed barley, 2 cars | .95 | | |
| No. 2 feed barley, 2 cars | .93 $\frac{1}{2}$ | | |
| No. 2 feed barley, 2 cars | .93 | | |
| No. 2 feed barley, 1 car | .96 | | |
| No. 2 feed barley, 1 car | .97 | | |
| No. 2 feed barley, 1 car | .98 | | |
| No. 2 feed barley, 1 car | .92 | | |
| No. 2 feed barley, 1 car | 1.01 | | |
| No. 2 feed barley, 1 car | .91 $\frac{1}{2}$ | | |
| No. 2 feed barley, 1 car | 1.00 | | |
| No. 2 feed barley, 1 car | .86 | | |
| No grade barley, 1 car seedy, wheaty | .96 | | |
| No grade barley, 1 car bin burnt | .65 | | |
| Sample barley, 1 car | 1.03 | | |
| Sample barley, 1 car to arr. | 1.00 | | |
| Sample barley, 1 car | .97 | | |
| Sample barley, 1 car | .94 | | |
| Sample barley, 2 cars | .93 | | |
| Sample barley, 1 car | .85 | | |

CANADIAN VISIBLE

November 29, 1911

| | Wheat | Oats | Barley |
|-------------|------------|-----------|-----------|
| T'l visible | 4,410,169 | 3,859,573 | 294,920 |
| Last week | 11,131,444 | 4,667,946 | 1,059,652 |
| Last year | 10,219,271 | 7,037,403 | 363,971 |
| Meaford | 26,334 | 83,305 | ..... |
| Mid. Tiffin | 1,528,616 | 988,237 | 78,677 |
| Collingw'd | 40,000 | ..... | ..... |
| Owed Sd. | 133,244 | 575,900 | 82,874 |
| Goderich | 526,259 | 445,918 | 26,759 |
| Sarnia, Pt. | ..... | 216,863 | ..... |
| Ed. | ..... | 5,266 | ..... |
| Pt. Colb'ne | 302,053 | ..... | ..... |
| Kingston | 26,500 | 81,700 | 2,100 |
| Prescott | 198,090 | 333,130 | ..... |
| Montreal | 324,785 | 992,741 | 102,347 |
| Quebec | 3,759 | 80,000 | 2,165 |
| Vic. Hbr. | 1,300,529 | ..... | ..... |

Fort William, Port Arthur and Depot Harbor, not yet received.

At Midland Tiffin there are 356,300 bushels U. S. wheat (in bond) and 706,055 bushels U. S. oats (in bond).

BRITISH LIVE STOCK MARKETS

Liverpool, December 4.—John Rogers & Co., cable today that owing to the shortness of supplies in the Birkenhead market there was very little doing, but Saturday's prices, which were States steers from 13 $\frac{1}{2}$ to 14 $\frac{1}{2}$ cents, Canadians, 13 $\frac{1}{4}$ to 14 cents and ranchers 12 $\frac{1}{2}$ to 13 $\frac{1}{2}$ cents per pound, were well maintained.

CHICAGO LIVE STOCK

Chicago, Ill., Dec. 4.—Cattle.—Receipts 28,000, market strong for good grades, others weak; beefs, \$4.50 to \$9.15; Texas steers, \$4.10 to \$5.75; west ern steers, \$4.40 to \$7.15; stockers and feeders, \$3.00 to \$5.75; cows and heifers, \$1.90 to \$5.90; calves, \$5.50 to \$8.00.

Hogs.—Receipts, 44,000, market active, steady and strong; light, \$5.60 to \$6.30; mixed, \$5.90 to \$6.50; heavy, \$5.95 to \$6.55; rough, \$5.95 to \$6.20; good to choice, heavy, \$6.20 to \$6.55; pigs, \$4.50 to \$5.95; bulk of sales, \$6.15 to \$6.50.

Sheep.—Receipts 40,000, market weak, mostly 10 to 15 cents lower; native \$2.50 to \$4.00; western, \$2.75 to \$4.00; yearlings, \$4.00 to \$5.25; lambs, native, \$3.75 to \$6.00; western, \$3.75 to \$6.00.