DISTRIBUTION OF FEED FOR LIVESTOCK

Flour Not Forced on Canadian Market—Lower Grade Flour Means Less Feed

Frequent statements appear that mills are insisting upon dealers buying large amounts of flour in order to get feed. This is not the case, and has not been for some time, according to a bulletin just received from the educational division of the Canada Food Board. The bulletin goes on to say: "The mills are able to sell all the flour they can make for export to the Allies, for cash, and at a price equivalent to that allowed by the Canada Food Board to be charged to the Canadian trade, and there is no necessity for attempting to force sales in Canada, as otherwise might be the case, for feed cannot be made unless flour is made and can be sold.

"The Canada Food Board, the Feed Branch of the Department of Agriculture, and the millers have been working together for months upon the very difficult problem of the fairest method of distributing bran and shorts. The demand in Canada for these feeds is many times the total output of Canadian mills and comes from all parts of the country. The prices fixed for bran and shorts have made them relatively cheaper than other feeds, such as oats and barley, and this has increased the demand and, moreover, in many parts of the country, oats and barley were a short crop last year, as was also hay.

Extraction is Lengthened.

"The extreme need of our Allies in Europe for every pound of flour and every bushel of wheat that could be spared has necessitated the lengthening of the extraction in milling. Under ordinary conditions about 270 pounds of wheat would be used to make 196 pounds of flour, and allowing three pounds for waste there would remain 71 pounds of offal, but about 10 pounds of the lower grade flour would be added to the shorts to make middlings so that there would be a total of about 81 pounds of feed produced. Under the order now in force the mills must make 196 pounds of flour out of 258 pounds of wheat and cannot turn any back into the shorts, so that to-day only 59 pounds of feed is made in the process of grinding a barrel of flour and the richer feeds cannot be made at all. Taking an equal amount of wheat in each case, this means that almost 25 per cent. less feed is being made than before, which, of course, has made the feed problem still more difficult.

No Financial Object.

"It is entirely out of the question for the mills, under these conditions, to ship full carloads of bran and shorts to meet the demand for feed without causing users at other points to suffer. It would make no difference to the miller whether he sold in full carloads or in less than carloads, for his price to the trade is fixed at the same amount per ton in both cases, but the best and fairest method of distribution has required shipment in smaller quantities. If a dealer does not require flour or some other cereal produce to fill a car, this, of course, involves the payment by the dealer of the higher freight rate charged upon less than carload shipments. This difference in freight may run from $1 to $10 per ton, according to distance. Dealers are naturally anxious to avoid this extra cost, which might put them at a disadvantage as compared with competitors in the same district who could fill a mixed car, and although there is no extra profit to them the millers do not desire their customers to be at a disadvantage if they need oats, barley, oatmeal or flour which could be used to fill the car. There is, however, no such thing as compulsion on the part of the miller nor any financial object on his part in insisting, since he can make no more money by doing so and already has a bigger market for all his products than he can fill.

New Regulations in Force.

"The critical condition of food supplies for the Allies during the next few months has led the Canada Food Board to pass additional orders affecting wheat and flour. It has been made illegal for farmers, or anyone else, to use any millable wheat for feed for any kind of animals. Consumers are prohibited from accumulating stocks of flour beyond their actual current needs and must return to dealers any excess they may have been hoarding, and dealers must report their excess stocks which will be returned to the millers or disposed of as the Canada Food Board directs."

INFORMATION FOR LAND SEEKERS

In these days of increased activity in the interests of greater agricultural production, particularly of that readily exportable commodity—namely, wheat, it is imperative that all agencies shall render assistance in the furtherance of that nationally important movement. Authentic information, therefore, regarding agricultural lands that are not at present under cultivation, as illustrated in the maps, reports and bulletins, which contain particulars regarding the availability, accessibility to transportation and adaptability to agriculture of the free homestead lands in western Canada that are issued by the Department of the Interior, should prove useful to the prospective settler.

The rapid exhaustion of Crown lands in close proximity to the railway, that are available for homesteading, together with the recent reservation in the interests of returned soldiers' settlement, has resulted in an increased demand for information with regard to choicely located quarter-sections that might be available for purchase rather than homesteading. With the object in view of providing a source from which authentic information regarding agricultural lands that are likely to be purchasable might be obtained, the department, through its natural resources intelligence branch at Ottawa, has undertaken the compilation of lists containing the names and addresses of the owners of practically all quarter-sections that are at present unoccupied and non-producing, the presumption being that from either a financial or patriotic point of view, the owners would be interested in the sale or lease of their holdings.

Prospective settlers when applying to the department for information on the subject of either homesteading or purchasing land in western Canada should state the province or district in which they are interested as the literature embraces a rather wide range of maps and reports.

NEW ASSURANCE COMPANY IN AMERICA

The Australian Provincial Assurance Association, Limited, is planning to commence writing business in the United States and Canada. Mr. Selby P. Wood, the managing director, is at present on his way to San Francisco in this connection. While this company has been organized only six years, it has already become one of the most important of Australian companies. The head office is in Sydney, New South Wales, and branch offices are located in each of the other five states of Australia, and in New Zealand. The company writes life and accident lines. The annual report for the year ended October 31st, 1917, includes the following figures:—

Liabilities—	
Subscribed capital	£ 76,001
Funds and other liabilities	30,371
Total	£106,372
Total assets	106,372

The total revenue for the year was £110,245, including £47,801 of premiums on new life business and £23,290 of accident premiums. The life claims for the year amounted to £2,632, and the accident claims £6,705. Complete details will be found upon another page of this issue.

The progress of the company during its five years has been quite remarkable, the revenue and expenditure being as follows:—

	Revenue, less re-insurance.	Expenditure.	Increase of revenue over previous year.
1913	£ 10,219	£26,561	....
1914	17,287	30,950	£ 7,068
1915	28,662	30,858	11,374
1916	56,978	47,991	28,316
1917	101,258	85,276	44,280

Last year the company secured business exceeding £1,250,000 in the ordinary department, and accident premiums exceeding £23,000. This year they aim at £2,000,000 and £40,000, respectively. The business in the United States and Canada will be furthered by the establishment of a branch or by the formation of a subsidiary company.