

STORY OF GRAIN TRADE TOLD IN FULL DETAIL IN CROP YEAR REPORT

Produced by Dominion Bureau of Statistics and Board of Grain Commissioners Jointly

SHOWS FLOW OF GRAIN

In the introduction to the report on Grain Trade Statistics for 1918 the Dominion Statistician, Mr. R. H. Coats, makes the following statement:—

"It is the object of the report to show in full detail the movements of grain in Canada from the producer to the final markets. The report represents a considerable enlargement on previous statistics and is the first attempt to deal with the subject of the grain trade comprehensively. The following statement of the scope of the report may, therefore, be of interest.

"To simplify the marketing of Canadian grain the country is divided into two main areas, the eastern and the western, the dividing line being at Port Arthur and Fort William, which localities are included in the western field. As representing the grain which is subject to movement during any year (the year covered by the report is the crop year ending August 31), the following items are taken: Current production and the quantity in store at the beginning of the crop year in country elevators and in terminal elevators at the head of the lakes. The statistics then illustrate the movements of this grain through the several channels until it is finally disposed of either by shipment from the head of the lakes, by rail from Fort William and Port Arthur, over into the international border into the United States, or by water from Vancouver. Similarly in the eastern division the current crop and the amount on hand in eastern elevators, together with the receipts from the West, are traced from stage to stage, either to local consumption or to export to the United States, the United Kingdom, and other countries.

"The attempt has not been made to retain trace of the identity of the grain as it moves toward export. The plan has been adopted of looking upon the commerce of the western and eastern divisions as pools into and from which streams of grain flow. The size of these streams is shown, and the volume of grain at the chief market points, month by month.

THE WESTERN DIVISION.

Starting with the western division, there is a certain amount of grain on hand at the beginning of the year, left over from the last season. To this is added the year's crop. Of this total stock of the year in the western pool a large part goes into commerce, although a portion is left for seed and feed. The portion used for seed can be estimated; the amount used for feed, etc., can be ascertained only by subtracting all other known quantities from the total year's pool. The portion that goes into commerce passes through country elevators or over railway loading platforms. The former quantity is known pretty accurately; the latter, as yet, can only be estimated. It is possible to ascertain the amount of grain milled in the West and the amount shipped out of the division. This really constitutes the commercial grain of the West. It is known what part of that is inspected, what part goes through the interior terminal elevators at the lake head, what part is exported into the United States and other countries from west of the Great Lakes, what part goes to United States lake ports from the terminals by water and what part to the Canadian ports, and what part goes into the eastern division by rail.

THE EASTERN DIVISION.

For the eastern division approximately the same facts are known; only here, in addition to the hold-over from

the previous year and the crop of the current year, there are the large streams flowing in from the West already noted. This is treated as another pool of grain in the same manner as the western, the streams leading both in and out being traced, and the amount in the pool at the beginning and end of the period being measured.

There are certain radical differences between the West and the East. In the East no record as to the amount of the commercial grain is available from inspections, nor from movement through country elevators. The only evidence as to the amount of strictly eastern commercial grain is found by subtracting the movements into the pool from the amount milled therein and the amount shipped out. In the case of rough grains, milling figures are lacking for the crop year as yet, although it is hoped to have them for next year. Another striking difference between the commerce of the two divisions is that whereas the bulk of the grain of the West moves through terminals, at lake head, the movement in the East is distributed through a number of centres. It has been possible to show the movement through these ports in considerable detail.

One fact which it has been attempted to bring out clearly is the monthly utilization of the capacity of the various classes of elevators as shown in the data already currently published in the visible supplies in store. These data show the absence of that regular flow of traffic which will give the lowest costs for transportation and storage and at the same time ensure the highest price in the foreign grain markets.

The report is issued by the Internal Trade Division of the Dominion Bureau of Statistics in collaboration with the Board of Grain Commissioners. A considerable portion of the data has been supplied by Mr. A. E. Ursell, statistician of the Board. The report as a whole has been prepared by W. Dougan under the supervision of R. J. McFall, Ph.D., chief of the Division of Internal Trade Statistics.

DEPOSIT FUNDS WITH COMPENSATION BOARD

New Brunswick and Nova Scotia require Special Deposits

Two sums not exceeding \$10,000 are to be deposited with the Compensation Boards of New Brunswick and Nova Scotia to provide compensation where employees of His Majesty are killed or suffer injuries while performing their duties. An Order in Council to this effect was passed on July 9, as follows:—

The Committee of the Privy Council have had before them a report, dated 2nd July, 1919, from the Minister of Railways and Canals, referring to Bill 30 of the present session of Parliament, entitled "An Act to amend an Act to provide Compensation where employees of His Majesty are killed or suffer injuries while performing their duties," which Bill was assented to and came into force on the 6th day of June, 1919, and drawing particular attention to the following provision:—

"(3) Any compensation or costs awarded hereunder may be paid by the Minister of Finance out of any unappropriated moneys in the Consolidated Revenue Fund of Canada; or the Minister of Finance may from time to time take such amount of money as may be authorized by the Governor in Council from the Consolidated Revenue Fund and deposit such money with the board, officers, authority or court authorized by the law of any province to determine compensation cases, from which deposit such board, officers, authority or court may pay any compensation and costs awarded under the provisions of this Act."

The Minister observes that the Compensation Boards of the provinces of New Brunswick and Nova Scotia require the making of such a deposit as an antecedent condition to their dealing with claims.

The Minister recommends that the Minister of Finance be authorized to deposited accordingly with each of the said Boards a sum not exceeding \$10,000, and to replenish such deposit from time to time as the same becomes necessary on account of the payment of claims by the Board therefrom pursuant to the provisions of Cap. 15 of the Statutes of 1918, as amended by the Act referred to.

The Committee concur in the foregoing recommendation, and submit the same for approval.

RODOLPHE BOUDREAU,
Clerk of the Privy Council.

BULK OF CHEESE FROM ONTARIO AND QUEBEC

Ontario and Quebec together in 1917 produced 97 per cent of the total factory-made cheese of Canada, according to the report on dairy factories for that year, recently issued by the Dominion Statistician. The total production of factory cheese in 1917 was 194,904,336 pounds, of a value of \$41,180,623. Of this, Ontario produced 121,173,086 pounds, valued at \$25,771,944; Quebec, 67,835,017; Prince Edward Island, 2,234,985 pounds; Alberta, 1,274,905 pounds; New Brunswick, 1,244,106 pounds; Manitoba, 1,003,646 pounds; British Columbia, 71,094 pounds; Nova Scotia, 67,497 pounds.

Wharf at Stewart.

Sealed tenders addressed to the undersigned, and endorsed "Tender for wharf at Stewart, B.C.," will be received at this office until 12 o'clock noon, Wednesday, August 20, 1919, for the construction of a wharf at Stewart, District of Skeena, B.C.

Plans and forms of contract can be seen and specification and forms of tender obtained at this Department, at the office of the District Engineer at Prince Rupert, B.C., at the Post Offices, Vancouver, B.C., and Stewart, B.C.

Tenders will not be considered unless made on the forms supplied by the Department and in accordance with the conditions set forth therein.

Each tender must be accompanied by an accepted cheque on a chartered bank payable to the order of the Minister of Public Works, equal to 10 per cent of the amount of the tender. War Loan Bonds of the Dominion will also be accepted as security, or war bonds and cheques if required to make up an odd amount.

NOTE.—Blue prints can be obtained at this Department by depositing an accepted bank cheque for the sum of \$10, payable to the order of the Minister of Public Works, which will be returned if the intending bidder submit a regular bid.

By order,
R. C. DESROCHERS,
Secretary.

Department of Public Works,
Ottawa, July 17, 1919.

Sale of Pontoon.

Sealed tenders addressed to the undersigned, and endorsed "Tender for Pontoon," will be received at this office until 12 o'clock noon, Tuesday, July 29, 1919, for the purchase of the Landing Pontoon, "St. Joseph," lately in use at the wharf of the Lorne Graving Dock at Lauzon, P.Q.

The pontoon is now lying at the dock of the Canadian Import Co., in the Inner Louise Basin, City of Quebec, where it may be examined at any time.

Tenders require to be signed in full with the names of the actual tenderers. Payment is to be made on notification of quotation being accepted, and pontoon is to be removed within 8 days of this notification.

Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of the Minister of Public Works, equal to ten per cent (10 p.c.) of the amount of the tender, which will be forfeited if the person tendering decline to carry out his bid. War Loan Bonds of the Dominion will also be accepted as security, or War Bonds and cheques if required to make up an odd amount.

The Department reserves the right to reject the highest or any tender.

By order,
R. C. DESROCHERS,
Secretary.

Department of Public Works,
Ottawa, July 16, 1919.

IMPORTANCE OF CANAL SYSTEM OF DOMINION

How Canals Connect Natural Waterways From Sea to Head of Great Lakes Described in Report

74 MILES OF CANALS

"The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on the west shore of lake Superior, comprises 74 miles of canal, with 48 locks and 1,155 miles of river and lake waters, or a total of 1,229 miles. The minimum depth of water on this route is 14 feet. From Montreal to Duluth, on the south-west end of lake Superior, the total distance is 1,354 miles, and to Chicago 1,286 miles. Connection is made with the Canadian Pacific Railway from points west and south at Fort William and Port Arthur, 6 miles apart. From Fort William connection with the main transcontinental line of the Canadian Government Railways is made by the branch line originally constructed by the Grand Trunk Pacific Railway, but now leased to and operated by the Canadian Government Railways.

"On this through route the approaches to the canals and the channels of the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation in the hands of competent pilots both by day and by night. The Lachine, Soulanges, Cornwall, Welland, and Sault Ste. Marie canals are lighted throughout by electricity and electrically operated. The Farran's Point canal is lighted by acetylene gas.

"Of the minor systems, the Murray, Trent, Rideau, and Ottawa River canals may be considered geographically as branches of the through east and west route. In operation, however, these canals serve a distinct traffic of more local nature. Isolated from the systems just mentioned, the navigation of the Richelieu river, from its junction with the St. Lawrence at Sorel to lake Champlain, is effected by means of the St. Ours lock and the Chambly canal; while in the extreme east the St. Peter's canal provides communication between the Bras d'Or lakes of Cape Breton island and the Atlantic ocean," as stated in the report of Mr. W. A. Bowden, Chief Engineer of the Department of Railways and Canals, in the annual report of the department for 1918.

Indian Head Building.

Sealed tenders addressed to the undersigned, and endorsed "Tender for Office Building, Forestry Branch, Indian Head, Sask.," will be received until 12 o'clock noon, Tuesday, August 12, 1919, for the construction of an office building, Forestry Branch, Indian Head, Sask.

Plans and specification can be seen and forms of tender obtained at the offices of the Chief Architect, Department of Public Works, Ottawa; the Clerk of Works, Regina, Sask., and of the Resident Architect, 802 Lindsay Building, Winnipeg.

Tenders will not be considered unless made on the forms supplied by the Department and in accordance with the conditions set forth therein.

Each tender must be accompanied by an accepted cheque on a chartered bank payable to the order of the Minister of Public Works, equal to 10 per cent of the amount of the tender. War Loan Bonds of the Dominion will also be accepted as security, or war bonds and cheques if required to make up an odd amount.

By order,
R. C. DESROCHERS,
Secretary.

Department of Public Works,
Ottawa, July 15, 1919.

Buy Thrift Stamps for children.