

STATISTICAL WHEAT REPORT.

WHEAT IN CANADA.

Stocks of wheat in Canada at principal points accumulation are reported as follows:

Montreal	18,000
Toronto	21,000
Deep Harbor, Ont.	20,000
Coteau, Que.	20,000
Kingston	20,000
Fort William, Port Arthur and Keewatin	5,322,000
Winnipeg	1,483,000
Manitoba elevators	10,000,000

Total April 19, 1903, 14,283,000 bushels.
Total previous week, 14,283,000 bushels.
Total a year ago, 4,792,000 bushels.

BROADSTREET'S REPORT OF STOCKS

Total stocks in the United States and Canada, east of the Rocky Mountains, as reported by Broadstreet's April 19, were 6,152,000 bushels, an against 7,012,000 bushels the previous week.

Total stocks in the United States and Canada a year ago were 46,250,000 bushels, according to Broadstreet's report.

Stocks of wheat at Pacific coast ports on April 5 were 2,500,000 bushels.

THE VISIBLE SUPPLY.

The Chicago visible supply statement of stocks in the United States and Canada, east of the Rocky April 19, for the week ending April 30 was 40,408,000 bushels, being a decrease of 2,702,000 bushels for the week. A year ago the visible supply was 38,252,000 bushels, two years ago 42,420,000 bushels, three years ago 25,141,000 bushels, four years ago 23,283,000 bushels, five years ago 34,000,000 bushels.

STOCKS OF OATS AND CORN.

The visible supply of oats in the United States and Canada, east of the Rocky Mountains is 31,111,000 bushels for the week ending April 30, a year ago 27,540,000 bushels a year ago. The visible supply of corn is 6,888,000 bushels compared with 12,250,000 bushels a year ago, according to the Chicago statement.

WORLD'S WHEAT STOCKS.

Stocks of wheat in America and Europe and abroad for the week ending April 19, for a series of years, were as follows—Broadstreet's report:

1902	1,133,000,000
1901	1,190,000,000
1900	1,071,000,000
1899	1,125,000,000
1898	1,144,000,000
1897	1,125,000,000
1896	1,152,000,000
1895	1,152,000,000

WHEAT MOVEMENT.

The following table gives the receipts of wheat at the four principal United States spring wheat markets from the beginning of the crop movement, Aug. 1, 1902, to late compared with the same period of last year:

	This crop.	Last crop.
Minneapolis	9,729,480	2,829,274
Detroit	7,340,325	65,619,830
St. Louis	49,486,914	865,922,321
Chicago	35,791,138	38,769,243
Total	119,218,790	128,968,225

The following table gives the receipts of wheat at the four principal United States winter wheat markets, from the beginning of the crop movement, July 1, 1902, to late, compared with the same period of last year:

	This crop.	Last crop.
Toledo	6,397,298	8,650,156
Detroit	2,556,339	2,929,274
St. Louis	16,349,396	19,276,492
Kansas City	17,821,548	16,517,217
Total	43,624,641	64,019,132

Winnipeg Prices a Year Ago.

Following were Winnipeg prices this date last year:

Wheat—Cash No. 1 hard closed at 76c in store Fort William.

Flour—Jobbing price per sack: Patent, \$2.10; best bakery, \$1.96.

Milwaukee—Bran, 81c per ton; shorts, 61c per ton; delivered.

Oats—Carlota on track, Alberta 41c @ 6c; Manitoba, 39c @ 40c.

Barley—Good barley, 65c per bushel.

Corn—In carlots, 51c per bushel of 60 lbs.

Butter—Dairy, 14 1/8c per lb.; creamery jobbing at 26c for fresh market at factories.

Cheese—10c to retail merchants.

Eggs—100 1/2c net for fresh stock.

Potatoes—Farmers' loads on the street, 50c per bushel.

Dressed Meats—Beef, 16 1/2c for city dressed; country, 16c; under the figures, 15c; mutton, 16c; pork, 10 1/2c; lard, 10c.

Poultry—Dressed chickens, 7 1/2c @ 8c; ducks, 6c; geese, 8c; turkeys, dressed, 10 1/2c.

Hides—No. 1 hides, 50c per lb.

Wool—60 1/2c for unwashed fleec.

Seneca Root—30 1/2c per lb.

Tanned Hay—100 1/2c per ton on cars.

Live Stock—Cattle, 4 1/2c @ 5c; stockers, yearlings, \$1.25 @ 1.6c per head; sheep, 4 1/2c @ 5c; hogs, 5 1/2c @ 6c.

Grain and Milling Notes.

The Brackman-Ker Milling Company of Vancouver and Edmonton have contracted with the imperial government for a cargo of sacked oats to be delivered at Vancouver for shipment to South Africa. The oats will be supplied from Northern Alberta. The contract calls for 4,000 tons, about 230,000 bushels, sacked.

F. W. Thompson, general manager of the Ogilvie Mills Co., wired the Winnipeg office for Montreal on Monday ahead with the arrangements for twenty new elevators at the various localities selected by him his recent western trip. These elevators will be erected at various points in Manitoba and Assiniboia.

The Commonwealth Farmers Elevator Co. is applying for incorporation under the Joint Stock Companies Act of Manitoba. Its capital will be \$100,000, divided into 120 shares of \$50 each. The applicants are A. Edward August, farmer; Geo. A. Bodie, farmer; Richard J. McGill, farmer; Alexander Munroe, farmer; Jas. Brown, farmer, all of the post office of Bates, in the municipality of Dufferin.

Another of the C. P. R. elevators at Fort William was put out of business on Thursday morning by an accident similar to the one that disabled elevator A. The cross head on the pressure engine broke and the rebound of the piston broke out the cylinder head, carrying it through the window and across the dock into the river. Nobody was hurt. The high pressure engine is still working, but the machinery of the elevator.

GRAIN STOCKS AT LAKE PORTS.

Fort Arthur.

Stocks of grain in C. P. R. elevator at Fort William on Monday, the 28th inst, were as follows:

Wheat—In ear, 208,883 bushels; No. 1 northern, 1,362,578 bushels; No. 2 northern, 1,029,949 bushels; No. 3 northern, 61,065 bushels; other grades, 27,149 bushels; making the total of wheat 2,750,462 bushels.

Oats—No. 2, 85,477 bushels.

Barley—No. 2, 1,627 bushels.

Receipts of wheat at Fort William during the week ending April 28 amounted to 830,765 bushels, and shipments to 1,216,117 bushels. Receipts of oats were 18,161 bushels, and shipments 21,205 bushels. Receipts of barley were nil, and shipments nil.

Port Arthur.

Stocks in store at King's elevator, Port Arthur, on the 28th inst, were:

Wheat—No. 1 hard, 1,729 bushels; No. 2 northern, 8,486 bushels; No. 3 northern, 32,577 bushels; No. 3 northern, 2,665 bushels; other grades, 137,322 bushels, total, 184,184 bushels.

Oats—No. 2 white, 10,488 bushels; mixed, 14,973 bushels, total, 25,462 bushels.

Receipts of wheat at this elevator during the week were 31,285 bushels, and shipments, 63,425.

Stocks of grain in store at the Canadian Northern elevator at Fort Arthur on the 28th, were as follows:

Wheat—No. 1 hard, 44,212 bushels; No. 1 northern, 14,338 bushels; No. 2 northern, 250,647 bushels; No. 3 northern, 19,006 bushels; No. 4, 1,985 bushels; making a total of 453,004 bushels.

Oats—Feed, 3,392 bushels; mixed, 1,188 bushels; making a total of 4,580 bushels.

Receipts for the week were 53,774 bushels of wheat, and shipments were 17,705 bushels of wheat.

Manitoba Wheat Stocks.

There were 3,877,740 bushels of wheat in store at Fort William and Port Arthur on April 28. A year ago stocks in store at Fort William were 2,450,433 bushels and two years ago 3,969,734 bushels. Stocks in store at Fort William, Port Arthur, Keewatin, Winnipeg and interior points are estimated approximately at 14,000,000 bushels, compared with 14,492,000 bushels a year ago, 10,000,000 bushels two years ago, and 4,528,000 bushels four years ago.

There is talk in Chicago of all the big pork packing companies combining for mutual advantage and protection.

Winnipeg Grain Inspection.

During the week ending April 30 there were inspected at Winnipeg 2,045 cars of grain, comprising the following:

Wheat—No. 1 hard, 250 cars; No. 1 northern, 877 cars; 2 northern, 729 cars; 3 northern, 27 cars; No. 4, 11 cars; rejected 1, 7 cars; rejected 2, 3 cars; no grade, 19 cars; condemned, 1 inspection of wheat of 1,929 cars.

Oats—No. 2 white, 40 cars; 2 mixed, 20 cars; feed, 8 cars; no grade, 0 car; total, 73 cars.

Barley—Feed, 3 cars.

Flax—No. 1, 1 car.

For the previous week the returns included 1,540 cars. For the corresponding week last year the inspections were 205 cars of grain and two years ago, 398 cars.

The Morgan steamship syndicate will contract: The White Star line, the American line to Southampton, the Red Star line to Antwerp, the Leyland line to Liverpool, the Atlantic Transport line to London, the Dominion line from Boston to Liverpool and London, the Holland-America line to Rotterdam. The combined tonnage of these vessels is 840,000 tons or only about nine per cent. of the total merchant tonnage of the United Kingdom, and yet it is being stated that the syndicate has secured control of the Atlantic carrying trade.

The prevailing high prices for fresh and cured meats is accomplishing what authorities on human diet have long been vainly endeavoring to do, that is, to persuade the people of America to eat less meat. It has generally been conceded that the people living on this continent eat too much meat, which is probably owing to the fact that the meat is usually cheap and good. Now the vegetarian is having his imines and the meat-eater is compelled by force of circumstances to reduce the quantity of animal food upon his table. The doctors are agreed that the change will be a decided benefit to him and there is no likelihood of any evil results following the change of diet.



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