

railways a capacity of 7,635,700 bushels or 52 per cent of the total.

At Port Arthur there are public terminal warehouses 9,250,000 of which 750,000 bushels capacity is operated by the railways.

Railway operated elevators at Fort William are open to shippers on all lines centering at that point on equal terms both as to freight rates and storage. The same condition now governs at Port Arthur with railways centering at that point. It is, therefore, evident that shippers on all lines of railway have open to them at the lake front 34 per cent of the total storage operated by interests having no direct or indirect connection with the grain trade.

Grain consigned to Fort William or Port Arthur is delivered to such public terminal warehouse as the shipper or owner may designate.

From September 1st., 1909, to December 1st., 1909, there was received at the lake front 53,399 cars of grain, of which 20,720 or 38 per cent were handled by railway operated houses, and at no time during this period was the capacity of railway storage at Fort William tested, the maximum quantity in storage during this period was 4,350,000 with a capacity of 7,635,700 available.

The subscribers would also point out that Government supervision through their Inspectors of the operation of public terminal houses at Fort William, as public grain warehouses, has only been in effect for a comparatively short period, the Act authorizing additional supervision through the weighing and inspection department practically having only been in effect during the handling of the crop of 1909. It is to be hoped, therefore, that before any new amendment, again disturbing the conditions under which grain is handled, ~~are~~ passed, that a sufficient time will be allowed to test the present law.

The attention of F.H. Peavey & Co., of Minneapolis was called to the statement made by the "Financial News" of Toronto in their