

STATISTICAL WEEK REPORT.

WHEAT IN CANADA.

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

Montreal	.....	73,000
Toronto	.....	84,000
London Harbor, Ont.	.....	184,000
Calumet, Que.	.....	100,000
Kingston	.....	25,000
Port William, Port Arthur and	.....	5,592,000
Winnipeg	.....	12,900,000
Manitoba elevators	.....	12,900,000

Total March 22 19,157,000
Total previous year 18,363,000
Total a year ago 18,900,000

BRAIDSTREET'S REPORT OF STOCKS.

Total stocks in the United States and Canada, east of the Rocky Mountains, as reported by Braidstreet's March 22, were 7,842,000 bushels, an against 8,043,000 bushels the previous year.

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THE VISIBLE SUPPLY.

The Chicago visible supply statement of stocks in the United States and Canada, east of the Rocky Mountains, for the week ending March 25, was 69,615,000 bushels, being a decrease of 22,323 bushels for the week. A year ago the visible supply was 57,476,000 bushels, two years ago 45,280 bushels, three years ago 35,967,000 bushels, four years ago 30,223,000 bushels, five years ago 28,612,000 bushels.

STOCKS OF OATS AND CORN.

The visible supply of oats in the United States and Canada, east of the Rocky Mountains, for the week ending March 25, was 11,150,000 bushels a year ago. The visible supply of corn in 8,799,000 bushels, compared with 8,799,000 bushels a year ago, according to the Chicago statement.

WORLD'S WHEAT STOCKS.

Stocks of wheat in America and Europe and about for the East in each year for a series of years, were as follows—Braidstreet's report:

Year	Bushels
1901	..... 100,000,000
1900	..... 100,000,000
1899	..... 100,000,000
1898	..... 100,000,000
1897	..... 100,000,000
1896	..... 100,000,000
1895	..... 100,000,000
1894	..... 100,000,000
1893	..... 100,000,000
1892	..... 100,000,000
1891	..... 100,000,000

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, from the beginning date, compared with the same period of last year.

City	This crop	Last crop
Minneapolis	..... 7,382,526	4,566,630
Milwaukee	..... 2,798,200	4,917,523
Duluth	..... 3,579,978	15,466,602
Chicago	..... 11,128,359	39,958,642
Total	..... 24,888,752	118,849,397

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, 1901, to date, compared with the same period of last year.

City	This crop	Last crop
Toledo	..... 4,628,288	8,318,835
St. Louis	..... 15,944,966	18,747,771
Detroit	..... 2,798,200	2,648,779
Kansas City	..... 17,177,748	28,283,217
Total	..... 42,179,302	62,017,902

Winnipeg Prices a Year Ago.

Following were Winnipeg prices this last year:

Wheat, Cash No. 1 hard choice at 76 1/2c in store; Port William 75c.

Flour—Jobbing price per sack: Patent, \$2.10; best extra, \$1.95.

Milutiffs—Bran, \$1.00 per ton; shorts, \$1.17 per ton delivered.

Oats—Exports on track, Alberta 41 @ 4c; Manitoba, 39 1/2c.

Barley—None offering.

Corn—In car lots, 52 1/2c per bushel of 56 lbs.

Butter—Dairy, 15 1/2c per lb.; creamery jobbing at 25c.

Cheese—10c to retail merchants.

Eggs—12c net for fresh stock.

Potatoes—Farmers' loads on the street, 40 1/2c per bushel.

Dressed meats—Beef, 65 1/2c for city dressed country, and under these figures, veal, 75 1/2c; mutton, fresh, 10 1/2c; hogs, 6 1/2c.

Poultry—Dressed chickens, 7 1/2c; ducks, dressed, 8c; geese, 8c; turkeys, dressed, 10 to 16.

Game—Nominal.

Hides—No. 1 hide, 5c per lb.

Wool—Spring for best dressed fleeces, 40c; Ranch Wool—25c per lb.

Baled Hay—\$8.00 per ton in cars.

Livestock—Cattle, \$3.00 per cwt.; hockers, yearlings, \$12.00 per head; sheep nominal; hogs, 6 1/2c.

Manitoba Wheat Stocks.

The wheat is 5,225,130 bushels of wheat in store at Port William and Port Arthur on March 31. A year ago stocks in store at Port William were 2,167,280 bushels. Two years ago there were 3,510,000 bushels. Stocks in store at Port William, Port Arthur, Kewatin, Winnipeg, and interior points are estimated approximately at 18,742,000 bushels, compared with 11,128,000 bushels a year ago, 8,250,000 bushels two years ago, and 3,400,000 bushels four years ago.

Grain Inspection.

During the 10 days ending March 31 there were inspected 1,012 cars of grain, comprising the following:

Wheat—No. 1 hard, 31 cars; No. 1 northern, 302 cars; 2 northern, 443 cars; 3 northern, 22 cars; No. 4, 4 cars; rejected, 1, 6 cars; rejected 2, 3 cars; condemned, 2 cars; no grade, 40 cars; rejected 1, making a total inspection of wheat of 922 cars.

Oats—No. 1 white, 4 cars; No. 2 white, 31 cars; 2 mixed, 17 cars; feed, 21 cars; no grade, 2 cars; total, 77 cars.

Barley—No. 3, 3 cars; feed, 2 cars; total, 5 cars.

The inspection returns for the month of March show as follows:

Cars	Wheat
One hard	..... 85
One northern	..... 1029
Two northern	..... 1531
Three northern	..... 63
No. 4	..... 20
Rejected 1	..... 20
Rejected 2	..... 12
Rejected 3	..... 16
No grade	..... 102
Condemned	..... 2
Rejected	..... 3

Cars	Oats
One white	..... 4
Two white	..... 183
Two mixed	..... 44
Feed	..... 84
No grade	..... 5
Total	..... 324

Cars	Barley
No. 3	..... 5
Feed	..... 1
No grade	..... 1
Flax	..... 1
No. 2	..... 2
Total	..... 10

Grain and Milling Notes.

A contract for the proposed farmers' elevator at Darlingford, Man., has been let.

The Winnipeg Elevator Co. have a gang of 17 men at work on a new elevator at Darlingford, Man.

W. Moffat is endeavoring to secure a municipal loan towards the establishment of a flour mill at Strathclair.

W. S. Ross, a four mill expert from Goddick & McCulloch's, of Galt, Ont., is in Manitoba on business. The Hurdley Co. are agents for this firm.

The Canadian Northern elevator company at Port Arthur, Ont., is to be doubled in size. Tenders for a steel tank storage elevator of 1,500,000 bushels capacity are now being received at this plant. The elevator is to be finished so as to be in readiness for 1902 crop.

A report from Portland, Ore., on Saturday, March 23, said: Portland has more wheat afloat for the United Kingdom at the present time than ever before in the history of the port. There is now on passage between this city and Queenstown a fleet of 82 sailing vessels carrying approximately 8,000,000 bushels of wheat.

Discussing plans at Fort William regarding the sale of the C. P. P. elevator there, Wm. Whyte has said that the new elevator would very likely be built of concrete. The advantage of an elevator of this material, is one that will be felt by shippers in no small degree. Wheat is kept cooler in concrete bins, and besides, the fire insurance will be lighter, and the building expenses. The cost of concrete will not be any greater than steel.

The near approach of seed time reminds the farmer of the necessity of looking closely into the quality of the grains which he will use for sowing his land this year. The usual precautions against smut should by no means be forgotten and the best method of treating seed for this disease should be adopted. Bluestoning is still probably the favorite method of

treating wheat, although formalin is also largely used. For oats and barley formalin is the favorite smut preventive.

A report from Montreal says: The elevator men who were seeking the contract for the big Canadian Pacific Railway elevators at Fort William, the cost of which is roughly estimated at \$1,000,000, have dispersed, and it is understood, have dispersed, and it is understood, that the possibility of getting the steel required immediately for the building of steel elevators.

Flax will, a name applied to the drying out of whole fields from an obscure disease believed to arise from the impoverishment of the soil, has been investigated by Professor Holley, of the North Dakota Agricultural College, Fargo. The wilt is due to a minute fungus parasite, which grows on the inside of the flax plant, and is practically indestructible, getting into the roots and soil and remaining there for years. The disease is passed on to new soils by means of the seed flax. At threshing time the fungus is rattled off the straw on to the seed, and remains there. Professor Holley has issued a pamphlet on the subject—Minnesota Commercial Bulletin.

Ottawa has a prospect of a telephone service at the rate of \$15 for an office and \$10 for a residence.

The great amount of water on the prairie this spring has demonstrated that many of the culverts and water courses provided in building railways throughout Manitoba are too small. In some cases lands have been flooded on account of the insufficiency of the escapes provided by the natural channels, in building railway grades.

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