

TRADE AND COMMERCE

CANADIAN FREIGHT RATES ON GRAIN.

Freight rates on grain (bagged) and flour, in carloads, to Vancouver, for export; also through rates in connection with Conference Trans-Pacific SS. Lines (1) to Yokohama, Kobe, Nagasaki, and Hong Kong, and (2) to Shanghai.

Miles to Vancouver.	From	To Vancouver.	Through. (1)	Through. (2)	Miles to Fort William.
		Cents.	Cents.	Cents.	
647	Calgary.....	19½	35	37½	1,257
842	Edmonton.....	23	35	37½	1,268
774	Lethbridge.....	22	35	37½	1,176
827	Medicine Hat.....	23	35	37½	1,076
974	Swift Current.....	26	x 40	x 42½	929
1,085	Moosejaw.....	28½	x 40	x 42½	819
1,126	Regina.....	29			777

Rates are in cents per 100 lbs. Rates to Vancouver include free wharfage at C.P.R. docks, but are exclusive of handling. x On flour only.

It will be noted that the place nearest to the equi-distant point between Vancouver and Fort William is Swift Current, and upon this basis places west of that town may be expected to desire shipment by Pacific ice free ports rather than via Fort William. Other considerations, however, enter into the problem, such as the increased cost at present due to grades in the mountains on the westerly journey, and the long railway journey eastward in the winter months. The table quoted does not show the grain rates to Fort William, and these are as follows:--

From Calgary	24 cts. per 100 lbs.
" Edmonton	25 "
" Lethbridge	23 "
" Medicine Hat	22 "
" Swift Current	20 "
" Moosejaw	18 "
" Regina	18 "

CONFERENCE RATES FOR OCEAN TRANSPORT.

Although these rates to Fort William are published as proportionate rates, in other words division of through rates to Eastern markets, and are so regarded, they apply equally to the relatively small fraction that may be delivered at Fort William for local use. The vexed question of conference rates for ocean transport is dealt with by Joint export tariff No. 24 A, issued October 15, 1913, and by Supplement No. 5 to No. W 3030, dated February 26, 1914.

On the first named a note appears:

"Through bills of lading will be issued via Vancouver and Canadian Pacific Royal Mail Steamship Company, Royal Mail Steam Packet Company, and Hamburg American Line, with the exception of Nagasaki, Japan,"

and note 7 runs in part as follows:

"Bills of lading must show proportions of rates to Vancouver, B.C."

A footnote says in part:

"Rates include transshipping charges and storage in lighters or on shore at port of transshipment, for a period not exceeding ten days."

No. W 3030 provides a special export tariff applying to commodities for export via Vancouver, and the rates for wheat, barley and flour per 100 pounds in carloads are given in table as above. It will be noted that no extra charge for handling at Vancouver is provided in No. 3030, but the proportionate tariff on grain, No. 3051, gives the rail proportionate rates only, and the following note appears under the heading of: