

Grain Markets Commission of the Province of Saskatchewan for 1914, and if you will be good enough to allow me to embody these extracts I will not trouble the Committee further with them. The Commission made use of some very strong statements, and I think it is wise that we should have all the information we can have on this subject.

Perhaps the most serious objections to the present conditions are being made by the shipper of grain in the Northwest.

The Royal Commission mentioned was appointed by the province 'to examine into the ways and means for bettering the position of Saskatchewan grain on the European markets.'

This Commission reports that the grain of Canada pays more freight to reach Liverpool than does the grain of any other country in the world; also that there has been practically no change since 1909 in the cost of transporting a carload of wheat to Fort William or Port Arthur and selling it on commission. (Mr. Henderson said the rate increased in 1913 by 20 per cent.)

The Commission adds:—

Were Winnipeg to Fort William the ultimate market for our wheat, it would be unnecessary to pursue the inquiry east of these points. Some of our wheat is finally disposed of at Winnipeg, of course, but the great bulk of it is not. Moreover, the price received for that which goes the farthest is what sets the price for the remainder throughout the season of heaviest marketing. It therefore concerns the farmer even more than it concerns any one else what the relation is between the Winnipeg market and the importing markets of Europe, for upon the transportation and other connecting links between these markets will the price received by the farmer in one part depend.

(Extracts from Grain Markets Commission's Report.)

SECTION VI.

COST OF MARKETING AND EXPORTING WHEAT FROM SASKATCHEWAN.

In order to set forth in complete form and as clearly as possible the services which must be performed by the different interests in connection with exporting wheat from Saskatchewan to Great Britain, a table has been prepared and is presented herewith setting forth those services and the charges that were levied in 1913 for their performance. For the sake of comparison, the charges levied for the same services in 1909 are also given.

The services enumerated are those performed in connection with 1,000 bushels of No. 3 Northern wheat shipped through a country elevator in Saskatchewan, hauled to Winnipeg, there sampled and graded by the government, sold on commission to an exporter, hauled to Fort William elevator, inspected out into a lake steamer before the close of navigation, carried to a Georgian Bay or Lake Erie port, unloaded through a transfer elevator into a railway car, hauled to Montreal, unloaded from the car into a transfer elevator, unloaded thence into a steamer and carried to Liverpool or London. This procedure and route are selected because more grain has been handled by this procedure than by any other, and more has been exported via this route than by any other Canadian route. The charges on other routes by which large quantities of wheat are shipped will be considered later.

The charges may be grouped naturally under two heads:

1. Charges paid directly by grower and shipper of consigned grain.
2. Charges paid directly by purchaser of consigned grain, but indirectly by grower and shipper because deducted from the price the grain realized.