

SUPPLEMENT TO WEEKLY REPORT

41

EXPORTS OF WHEAT, WHEAT-FLOUR AND WOOD (UNITED STATES PRODUCE) FROM UNITED STATES TO JAPAN (YEARS ENDED JUNE 30).

Classification.	1910.		1911.		1912.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		\$		\$		\$
Wheat..... Bush.	127,498	117,611	2,048,382	1,744,469	707,982	604,504
Wheat-flour..... Bbls.	217,758	917,916	458,497	1,745,596	716,317	2,750,405
Wood :—						
Logs and other round timber.....		15,101		20,515		16,504
Timber :—						
Hewn.....						620
Sawn.....						
Lumber :—						
Planks, boards and deals..... M ft.	11,902	161,364	10,238	132,647	14,533	190,723
Joists and scantling..... M ft.	261	2,608				
Shingles..... M.	1	2	75	177		
Shooks..... Box.		20				
Other lumber.....		2,499		10,087		3,252

NO FACILITIES FOR HANDLING IN BULK.

A point of considerable interest in regard to the transport of wheat to Japan is found in the fact that it all goes in bags, and there appears to be no facility for handling wheat in bulk by the use of elevators, such as are universal in Canada and are now being built in considerable numbers in Russia, and which exist in limited numbers but of large size in Great Britain. The economy possible in handling wheat in bulk is an important item, although in cases where the trade is limited the question of ship stowage has to be considered. In view of the readiness of the Japanese to adopt all methods of decreasing cost of foodstuff it seems likely that both importers and ship owners will take steps to avail themselves of methods presenting the highest measure of economy.

COST OF TRANSPORTATION.

It will be seen from reference to the subject of competition in flour to China in the report on the trade of that country that an important factor in the general problem is found in the cost of transportation from the point of loading on cars or ship to the port, which in Japan is in no case far removed from the principal flour mills. Competition in the supply of wheat to Japan may be expected from Australia, India and Manchuria, probably as named in order of importance. In view of this fact it is convenient to set out the area from which Canadian wheat is likely to be drawn, and this depends in some degree upon the relative distances and consequent freight rates east and west from a given Canadian point. The following table gives the mileage from selected points to Vancouver and to Fort William, also the through rates for export and the rates to Vancouver:—