

Port McNicoll, $\frac{1}{8}$ cents for 15 days; $1\frac{1}{2}$ cents for winter storage.

Port Colborne, $\frac{1}{8}$ cents for 15 days; $1\frac{1}{2}$ cents for winter storage.

Montreal, $\frac{1}{4}$ cents for 10 days; $1\frac{1}{2}$ cents for winter storage.

It will be noted:—

1. That western storage costs three or four times as much as eastern;
2. That some Georgian Bay elevators, at least, offer winter storage for half a cent less than it can be obtained elsewhere in the eastern.

In addition to the cheapness of the storage it should be noted also that there is several millions of bushels more capacity available at Georgian Bay and Lake Huron ports than at the principal ports on the all-water route. Thus lake and rail routeing to the shipper desiring winter storage carries with it advantages, not at once apparent in a comparison of rates via this route and via the all-water route, equivalent to one and five-sixths cents. The two Canadian routes, therefore, may be regarded as being on a parity the one with the other.

THE ROUTE VIA BUFFALO AND UNITED STATES ATLANTIC PORTS IN BOND.

It is to be regretted that with such a magnificent waterway as the St. Lawrence in our possession, Canadian grain should be exported through any but Canadian channels. There is, however, some slight compensation in the fact that a considerable quantity of United States grain is exported via some Canadian ports, principally Montreal. The following statement sets forth the volume of these two crossing streams:—

Quantity of Canadian wheat exported from United States ports in the years mentioned:—

	Bushels.
1909..	23,487,488
1910..	27,129,471
1911..	24,192,228
1912..	55,507,853

Quantity of United States wheat exported from Canadian ports in the years mentioned:—

	Bushels.
1908..	10,908,194
1909..	12,761,605
1910..	3,884,202
1911..	1,623,172
1912..	7,335,494

Practically all of these exports were from Montreal.

It has been pointed out that an increasing percentage of our grain shipments from Fort William and Port Arthur, amounting in 1912 to forty-two per cent, go to Buffalo or other United States lake ports for export in bond through United States Atlantic ports. This condition exists in spite of the following charges levied against wheat exported via Buffalo:—

	Per bushel wheat.
Lake freight rate Fort William to Buffalo say..	2 cents.
Rail haul Buffalo to New York or Boston including elevation charges at Buffalo of half a cent per bushel and lighterage at New York..	5 $\frac{1}{2}$ "
(This rate is increased to six cents when navigation closes at Montreal.)	
Elevation, weighing, &c., at New York..	$\frac{3}{4}$ "
	8 $\frac{1}{4}$ "