

CONDITIONS IN THE WEST.

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way Commission. The idea of the amendment is that the Railway Commission will have power to compel a railway, the Canadian Northern Railway may as well be quoted as it is really the railway in difficulties, to concentrate all its equipment on moving on moving grain off its Goose Lake line to the government interior elevator at Saskatoon and may then order either the Grand Trunk Pacific or the Canadian Pacific Railway to concentrate its equipment on hauling that grain to Ft. William. The amendment declares that the shipper will get the same rate as if it was a through-haul and that the railways will absorb the expenses in transit. That extremely ambiguous statement is causing loss of sleep to some of the western railway officials. Expenses in transit would be elevation charges and stop-overs. On the face of it it looks as if the railways were going to be asked to not only forego their regular stop-over charge but also to pay for the elevation of the grain. No prophet has as yet arisen to interpret this part of the Act. There are a world of possibilities in this legislation that have a sinister aspect, but the one which is concerning the grain trade at the moment more particularly is the probable interference with the May delivery. Of the 43,000,000 bushels in store in the interior elevators a very large percentage has been hedged in May and if the equipment of the railways is to be concentrated on the movement of more or less damaged wheat there is an anxious query as to where the No. 1 Northern is to be got to fill the May contracts.

A Daniel may have come to judgment, but at present it looks as if the Dominion government, having blundered irretrievably in the eyes of the farmers in the matter of commandeered wheat, was attempting another bid for Western popularity and going the wrong way about it.

Elevator Storage Charges.

Monday, March 6th, will see the opening of a very important session of the Canada Grain Commission in Winnipeg. The question of the charge for storage of grain in interior elevators has been a fruitful source of discussion for several years; the Act fixes the maximum which may be charged at 1½ cents per bushel and this includes storage for 15 days. Since the coming in of the co-operative elevator system there has been a tendency on the part of line elevators to off-set the attractions of the co-operative elevators by lowering the charge for elevation and storage, though at the meeting of the Grain Commission held in November, 1914, line houses admitted that they could not handle the grain even at 1½ cents without a loss, which they had to make up from other ends of the business. In fact, more than one house filed statements to the fact that it cost them over 3 cents. The Grain Commission decided that if an elevator company lower its rate at one point it must lower it at every elevator on its system. This put a stop to the practice for a little while but recently the line elevators have practically all of them lowered their price to 1½ cents a bushel. The co-operative elevators are insisting on having the whole matter thrashed out before the Commission and they are also asking for a change in the forms of storage tickets, which will do away with the possibility of elevator companies accepting a man's grain for storage at his orders, selling the grain when they feel like it, which is usually immediately, and having the use of the money until such times as the shipper orders his wheat sold, when they pay him the market price on the day of which he orders it sold, but may charge him for terminal storage and interest on any advance which they have made him on the car. In doing this they are quite within the law, but the co-operative elevators are distinctly of the opinion that along this line the law should be amended. There is no doubt that the general lowering of the rate have been aimed at the co-operative elevators. As they do a special bin business they cannot possibly handle the grain without a loss at even 1½ cents, but as they usually sell the grain on commission between the two transactions they make a slight profit, but if the maximum charge for elevation and storage is put at 1½ cents they will lose on every bushel they handle.

Flour.

Flour followed the down trend of wheat and No. 1 patents, have declined 70 cents a barrel since the first of February, and is now quoted at \$6.30. Millers have done a good deal of growling about business being bad and the like, but nevertheless there have been some very big contracts for flour made during the month. The largest individual one being 100,000 barrels by one milling company sold to the

NORTH AMERICAN WHEAT EXPORTS

Bradstreet's figures of the week's wheat and flour exports from the United States and Canada, compared with previous years, are as follows, in bushels:

	1916.	1915.	1914.
March 2	8,199,193	8,432,806	3,576,737
February 24	8,787,985	7,358,222	2,947,966
February 17	7,430,993	10,227,426	3,174,640
February 10	11,480,170	9,708,500	4,092,408
February 3	10,567,676	9,888,671	3,779,908
January 27	8,170,272	8,619,869	3,717,678
January 20	8,247,494	8,395,263	3,881,823
January 13	9,525,485	9,129,199	6,713,289
January 6	10,989,331	10,915,119	6,404,224

Wheat exports in this week in 1913 were 3,689,078 bushels; in 1912, 1,899,227 bushels; in 1911, 2,248,873 bushels, and in 1910, 1,679,453 bushels.

NEW ZEALAND WHEAT PURCHASE.

Sir George E. Foster stated in the House the other day that since the outbreak of war the Canadian Government had purchased 1,406,732 bushels of wheat for the New Zealand authorities at their request. This wheat had been stored in various Canadian elevators until shipped to New Zealand or otherwise disposed of. None was now in warehouse in Canada. Some 504,223 bushels had been shipped to New Zealand, and the balance, 902,508 bushels sold on January 10 last at New Zealand's request.

MORE MUNITION ORDERS TO COME.

The vigorous German offensive started against Verdun and on other parts of the Western front during the past week or two, has convinced munition makers that the war is not nearly over. For a month or two previous to the German offensive, munition makers in the United States and Canada have been letting up on their activities in connection with the seeking of new orders, being content to rest content with what they already have on their books. They probably felt that the much heralded allied spring offensive would settle the war in a very short time and that there would be no further demand for shells. The German offensive has dispelled all these theories. To-day munition makers in both Canada and United States are again seeking orders from the Allies.

Russian commissioners have been in Canada during the past week and are said to have placed orders with the Dominion Bridge and one or two other concerns. At the same time the Journal of Commerce understands that our munition makers who are members of the Canadian Manufacturers' Association have organized and are seeking new contracts from the British government. They hope to get in such a position in regard to the standardization of prices, shop equipment and organization so as to make their tenders an important factor in connection with further contracts with shells. If they cannot get business from the Imperial Munition Board in Canada, they intend tendering direct to the British authorities.

At the present time every Canadian munition maker has sufficient orders on his books to keep his plants going to capacity for some months. In addition the large demands for locomotives and cars for the Russians, the demand for building material such as portable houses for the refugee French and Belgians continues to keep Canadian factories working to capacity. There is a feeling, however, that a special effort should be made to secure additional shell contracts. The activities of the Germans at Verdun and the expected tremendous demand for shells when the Allies start their Spring drive has aroused the Canadian munition makers and from now on, there will be a brisk demand for everything our manufacturers can turn out. The war is by no means over.

F. H. Phippen, K.C., chief counsel of the Canadian Northern Railway Co., and closely identified as legal adviser with the Mackenzie and Mann enterprises, has gone to Mexico to consult with the political leaders there about the future of the various Canadian-owned Mexican companies.

Prof. Zavitz, of the Ontario Agricultural College, is conducting experiments to select the most suitable flax for Ontario.

British Government. Judging by the present reports of the bad conditions of American flour the outlook for Canadian is really good. Millers were pretty heavy buyers on the big breaks, and it is understood that their buying was practically all for flour already contracted.

THE ROAD TO A TITLE.

"There is no royal road to learning," but apparently there is a royal road to titles in Canada. This Dominion has now upwards of 190 titled personages, of whom one-fifth are bank directors. A glance at the directorates of our banks shows that the easiest way to secure a title is to get on the Board of one of our banking institutions. The following is a list of the bank directors and officials who bear titles:

Bank of Montreal—Baron Shaughnessy, Sir William Macdonald, Sir Frederick Williams-Taylor.

Canadian Bank of Commerce—Sir Edmund Walker, Sir Lyman Melvin-Jones, Sir John M. Gibson.

The Royal Bank—Sir H. S. Holt.

The Bank of Ottawa—Sir Henry M. Bate, Sir Henry K. Egan, Sir George H. Perley.

Bank of Hamilton—Sir J. S. Hendrie.

Provincial Bank—Sir Alexander Macoste.

Dominion Bank—Sir Edmund Osler, Sir J. C. Eaton.

Imperial Bank—Sir J. A. M. Aikins.

Merchants Bank—Sir H. Montagu Allan.

Northern Crown—Sir D. H. McMillan, Sir D. C. Cameron.

Union Bank—Sir William Price.

Montreal City and District Savings Bank—Sir Lomer Gouin.

RECRUITING RETURNS.

A few nights ago Lieutenant-Colonel A. A. Magee declared that "recruiting in Montreal was simply rotten." That he had good grounds for making this statement is shown by the following recruiting figures made public in the House of Commons a few days ago by Sir Sam Hughes. This whole Province has only recruited 26,158 men; Ontario has sent over 110,000, while the little Province of Alberta, with a population less than one-fifth of this Province, has sent 24,400 men, or almost as many as were recruited in the Province of Quebec. General Hughes' figures follow:

There has been raised in the London district, 22,560, Toronto 60,360, and Kingston 27,856, or a total for Ontario of 110,776.

Montreal has raised 22,326 men, and Quebec 3,212; making a total for Quebec of 26,158; in the Maritime Provinces there has been raised 24,196, in Manitoba and Saskatchewan the total was 50,710. British Columbia had enlisted 24,056, and Alberta 24,424. The total for the three western provinces was 100,002. There had now been enlisted for overseas services 275,000 men.

EXPORT TAX ON JUTE.

Cable advices from Calcutta, state that a tentative proposition had been made by the Government authorities to impose a duty of 2½s 6d a ton on hesians and duty of 17s 6d a ton on jute. Sackings, it was stated, as well as jute butts and cuttings, would probably be taxed also, but the rate of duty on these commodities had not been decided upon, even approximately. Reports that an export tax on burlap would probably be levied early this month were received several days ago from Calcutta.

CAMPBELL FLOUR MILLS, LIMITED.

Notice is given in the last number of The Ontario Gazette of an application to Parliament to authorize a grant by By-law of the Corporation of the City of Peterborough, without the assent of the electors, of a fixed assessment to the Campbell Flour Mills, Limited, for the year 1915, and to authorize the repayment by the Corporation to the Campbell Flour Mills, Limited, the taxes paid by the said Company during the year 1915 (except school taxes, local improvement rates, assessment and Government taxes and assessment), upon the assessment in excess of the assessment of \$12,000, upon the lands and premises leased, rented or owned by the Campbell Flour Mills, Limited, in Peterborough.

LONDON WOOL SALES.

The second series of Colonial Wool Sales opened in London on Tuesday, with prices showing a general decline from the level of the previous sales. Merinos, and crossbreds opened from 5 to 7½ per cent lower, and the dullness has been confirmed by the cabled reports of subsequent sales. On Wednesday there was a steady demand for combings scoured merinos, but short and wasty shorts were neglected, and 7½ to 10 per cent lower. Crossbreds were steady. On Friday merinos were in good demand and steady, but inferior sorts declined from 10 to 15 per cent. The home trade, France and Russia are the only buyers so far.