

## Grain Freight Congestion

Within another week the present freight congestion will extend over the entire eastern part of the North American continent and there will be the worst tie-up of foodstuffs ever known. There is no way at present to obtain official figures of the exact amount of grain, flour and other foodstuffs, which is now stored at seaboard points or in railway terminals, or of the amount of food products, such as butter, cheese, eggs, etc., piled up on docks or waiting on railway sidings, but it is sufficient to say that the amounts are huge and practically every railway is blocked except what few cars are going into Boston where the situation is less acute than at other ports.

The British Admiralty have now issued orders to all ships flying the British flag that they must have 75 per cent of their cargo in all boats coming from Argentine to Great Britain constituted of wheat or flour and for all ships carrying freight from any and all Atlantic seaports from 50 to 75 per cent. This is working great hardships on consignees and those holding contracts to deliver other foodstuffs on the other side of the Atlantic. The ocean tonnage situation was bad enough before this order, but since it has been put into force it is worst for those who had already delivered shipments of produce at seaboard and cannot get it away. There are thousands of boxes of cheese at the port of St. John, New Brunswick, which cannot be shipped owing to the lack of tonnage and when ships arrive the ocean freight room available is so small that it is impossible to obtain accommodation as space is very small when flour and grain cargoes have been taken aboard to the average of 60 per cent of their capacity. The result of the great scarcity of ocean tonnage has caused freight rates to mount upward to almost prohibitive heights. The insurance rates have also advanced to much higher levels, due to the renewed activity of the enemy submarines which has been reported in the Mediterranean.

Grain is not only piling up at seaboard but the congestion is extending back thousands of miles into the country on both sides of the international boundary line. Wheat is accumulating at Winnipeg, Montreal, Fort William, St. John, New Brunswick, Halifax, N.S., Portland, Maine, Boston, Chicago, Kansas City, St. Louis, Omaha, the southern and Gulf ports and gradually extending back into the interior of both countries. In Canada an embargo has been established west of Fort William and at present writing no empty cars are allowed to be sent westward of Winnipeg as those few which are available are needed to take grain or store the same in east of Fort William and Port Arthur. Storms have been raging in the Canadian West which has delayed movements considerable and no trader really knows when he can deliver orders which are on the way east. The railway companies have issued orders to reduce the speed of their grain freight trains to avoid accidents. The weather is so cold that locomotives are hardly able to move trains as fast as the regulations allow and therefore the delivery in the east is slow. This is not to be bemoaned, however, as receipts are arriving as fast as they can be taken care of and storage room found for the grains. Locally Montreal grain elevator holdings are including many quarters of grain which are already sold, but which do not appear in their stocks in store figures, and are only awaiting shipment through the ports of Portland, Maine, and St. John, N.B., as fast as ocean tonnage can be secured. Canada is doubly handicapped as regards the clearance of grain as both her winter ports are only equipped to handle small quantities of grain and therefore most of the huge crop raised this year must go through United States ports. From Montreal the shipping rates through the ports of St. John, N.B., and Portland are practically equal, but the lower insurance rates out of Portland and the better facilities there for handling grain makes that the more favored port for the consignment of shipments of grain and flour from here. This state of affairs was necessary to relieve the congestion that has been approaching for some time since the close of navigation on the St. Lawrence river.

So far the flour milling industry has not been affected as sufficient cars have been available to load all flour produced in Canada, but there are grave fears being expressed at present by millers that they will have to curtail their output unless the embargo on railways are lifted. If the millers are in any way unable to make deliveries through embargoes it is

expected that either the Canadian or Imperial Governments will take a hand or perhaps they will unite to better conditions and give flour the right of way owing to the necessity of obtaining the same for the use of the allied countries now at war. The only way to keep Canadian mills working, if the embargo is continued, will be to keep them supplied with empty freight cars that they may have room for their finished product and allow them to haul wheat to replenish their stock which will decline with the lack of deliveries.

Canada is grinding 1,000 cars of flour daily for export and most of it is billed through Halifax and St. John, N.B. Only about 40 cars can be handled through Halifax and 90 through West St. John daily where there are plenty of ocean going steamers. There are now over 300 cars of grain and flour awaiting boats at St. John, and there are about 1,500 more at Montreal billed to West St. John.

The huge cargoes which ocean going boats are carrying can be judged by the following detailed account of what the manifest of the steamship Devonian of the Leyland Line which left Boston last Tuesday, shows and what is being done to relieve the congestion to the utmost. It consisted of 1,100 head of horses, 135,894 bushels of wheat, 1,500 tons of provisions, 300 tons of flour, 5,100 barrels of apples, 450 tons of steel products, 250 tons of steel billets, 825 bales of cotton and many consignments of leather, fresh beef and agricultural machinery. This boat was held up at the port of Boston for four days solely on account of the congestion of freight at her pier.

Duluth is the only outlet for Canadian grain at the head of the Great Lakes now that the elevators at Fort William and Port Arthur are filled and that city is taking fifty cars of wheat a day. The elevators there at the close of navigation were completely emptied and are therefore in good shape to care for the Canadian wheat despite heavy American receipts. Some all-rail shipments from Duluth to the East are being made, but the influx of Canadian wheat has had the effect of making lake vessel rates for the coming spring very firm.

### U. S. Cigarette Production

In 1912 Mr. Whelan predicted that the cigarette business of this country, which had touched the 10,000,000,000 mark in 1911, would in 1912 be nearly 13,000,000,000.

This is the record of cigarette output in the United States the past twelve years, and it is presented, not for its tobacco interest, but for its financial interest:

1904	3,433,933,422
1905	3,673,727,411
1906	4,511,997,137
1907	5,270,556,938
1908	5,760,501,296
1909	6,836,652,435
1910	8,663,709,484
1911	10,486,379,819
1912	13,183,693,899
1913	15,570,798,437
1914	16,864,202,303
1915	17,500,000,000

Mr. Whelan now believes that the 20,000,000,000 mark will be crossed this year—1916.

A few years ago we quoted Mr. Whelan, in a declaration that attracted wide financial interest, that the money for the next few years was not in railroad, but in manufacturing and merchandising. Time has proven the wisdom of this business judgment.

Mr. Whelan now says that merchandising is greater than manufacturing.—Boston News Bureau.

### A Prize Wheat Grower

For the best exhibit of Marquis wheat at the Saskatchewan Provincial Seed Fair, Seager Wheeler was awarded the championship and "Farm Crops" trophy.

This is the first time Wheeler has won the provincial championship, although he has three times won the world's championship. There was a long list of entries this year, and some very fine wheat shown. The winning exhibit got 96 out of a possible 100 marks.

There are now 64 mills grinding sugar cane in Cuba. The cane is found in good condition everywhere.

### Value of U. S. Crops

The total value of the agricultural product of the United States is estimated at \$9,873,000,000 or \$83,000,000 greater than in the banner year of 1913. The totals of the eighteen principal crops as prepared by the Department of Agriculture are as follows:

	1915.	1914.	Increase
Corn	\$1,755,000,000	\$1,722,000,000	\$33,000,000
All wheat	930,000,000	878,000,000	52,000,000
Oats	555,000,000	499,000,000	56,000,000
Barley	122,000,000	105,000,000	17,000,000
Rye	41,000,000	37,000,000	4,000,000
Buckwheat	12,000,000	12,000,000	.....
Flaxseed	24,000,000	17,000,000	7,000,000
Rice	26,000,000	21,000,000	5,000,000
Potatoes	221,000,000	199,000,000	22,000,000
Sweet potat's	46,000,000	41,000,000	5,000,000
Hay	912,000,000	779,000,000	133,000,000
Tobacco	96,000,000	101,000,000	*5,000,000
Cotton	602,000,000	525,000,000	77,000,000
Sugar beets	35,000,000	30,000,000	5,000,000
Apples	156,000,000	156,000,000	.....
Beans (3 States)	27,000,000	24,000,000	3,000,000
Total	\$5,560,000,000	\$5,146,000,000	\$414,000,000

\* Decrease.

### Less Beef Cattle Raised

In the third edition of Bulletin No. 13, "Beef Raising in Canada," recently issued by the Department of Agriculture at Ottawa, figures are given showing the numbers of cattle, other than milch cows, in the various Provinces for the five years 1914 to 1914, inclusive. The figures indicate a marked falling off during the five years, as the following for 1910 and 1914 show:

British Columbia 1911	105,230	99,091
	1910	1914.
Prince Edward Island	57,648	61,048
Nova Scotia	180,189	148,269
New Brunswick	110,389	99,256
Quebec	600,277	625,958
Ontario	1,629,364	970,445
Manitoba	314,995	251,996
Saskatchewan	431,164	474,436
Alberta	926,937	633,032

Totals for Canada . . . . . 4,356,193 3,363,531

### Little Grain for St. John

The St. John Board of Trade is putting up a vigorous and well sustained protest against the discrimination which, it is felt, is being made against that port in favor of Halifax, N.S. They state there is no hope of their receiving much export trade as special low, through railway grain rates are given from Winnipeg to Halifax, while St. John is treated by government and railway officials like a way-station. Little grain business can be handled as the Government elevator burned down about eighteen months ago, and no effort has been made to rebuild it, and unless a beginning is made soon it will not be ready for next winter's business. Little C. P. R. grain is being received at their elevator there, and many harbor improvements promised have not been fulfilled.

### BRITISH EXPORTS TO UNITED STATES.

Exports from United Kingdom in 1915 to United States aggregated \$273,550,598 according to cablegram from Consul General Skinner at London to department of commerce. This compares with \$279,227,983 in 1914 and \$271,002,831 in 1913. Value of exports from London increased from \$119,908,815 in 1914 to \$145,265,305 in 1915, increases being chiefly in rubber, precious stones and wool.

### BRITISH WHEAT SHORTAGE.

Great Britain is reported to be facing a shortage in wheat stocks and is resorting to strenuous measures to insure a normal supply. Recent government order states that all vessels under British registry leaving United States must carry grain amounting to 75 per cent of all cargoes.

### CANNING CARROTS.

Four thousand tons of onions and 5,000 tons of carrots have been purchased on Puget Sound for shipment to Ladner, B.C., where they will be canned for shipment to Europe for use of British and French armies.