

APPLE EXPORTS DECLINED.

Shipments Last Season from Both American and Canadian Ports Showed a Decrease.

Referring to the season's shipment of apples a letter from Messrs. W. N. White & Co., fruits and general produce, says: "Last week about concluded the exports of apples to Europe, and the following facts and figures may be interesting and instructive:

Port	Exports this season.	Exports last season.
	Barrels.	Barrels.
New York	326,219	398,944
Boston	440,926	263,626
Portland	72,807	248,020
Montreal	169,940	587,287
Halifax and Annapolis ..	204,254	676,424
St. John	5,055	45,356
Boxes of Far Western ..	1,070,500	463,362

"The early spring and late frost destroyed large portions of the crop east of the Rockies and many parts of Colorado. New York kept its supplies up to the average through drawing large lots from the Virginias, where they have gone into extensive planting during the past decade. It will be seen that Boston and Portland combined are about equal for the two seasons. Massachusetts and Connecticut will, in the future, have to be reckoned with. Growers there are taking more pains with their orchards, until to-day the quality is equal to some of the best in New York State.

Decline from Canadian Ports.

"Attention is called to the falling off from Montreal, Halifax and St. John of over 800,000 barrels. Last year's warm March followed with bad weather in May accounts for this. Otherwise, Nova Scotia alone, with her increasing acreage, expected 1,000,000 barrels. This year things are reversed. They still have cold weather and their season is fully four weeks later than last. It is said their trees are looking well, and, having had light crops last year, Canadian ports are expected to ship this year 2,000,000 barrels, or 700,000 more than two years ago.

"Further attention is called to the remarkable increase in far Western boxes, the largest in any previous season exported being 520,000 boxes. This industry started in 1885, and my firm sold the first car that ever was shipped to England. The total growth this year has been reckoned about 15,000,000. Each box when sent to New York pays the railways 50-cent freight. At present everything west looks well for good crops. Colorado, that only had 2,500 carloads last season, has already come out with the statement that they expect 10,000 this season. This would mean 8,000 carloads of apples (6,000,000 boxes). The immense tracts laid out in Idaho, Utah, Oregon and Washington during the past ten years, which are now coming into bearing, looks like 28,000,000 to 30,000,000 boxes next season and it remains to be seen if these quantities will be able to stand the present railway charge.

Apples Grown Under Irrigation.

"All barrels of apples have sold at good prices, but boxes have sold at lower prices than they have in their history, particularly those grown under irrigation. Some of these have arrived in Europe in bad condition, proving that fruit grown under irrigation has poor carrying quality—too much water in the fruit, and as the American Government is expending some \$25,000,000 on irrigation, this season's lessons may be of some value. We are continually being asked about fruit growing in the West by parties who have read glowing descriptions of the real estate dealers. We trust they will be able to draw their own conclusions from this report."

TRAFFIC THROUGH THE SOO CANALS.

Nearly 19,000 vessels passed through the Soo canals during the season of 1910. The registered tonnage was about 50,000,000 tons and total freight carried over 62,000,000 tons. About 67,000 passengers made up the volume of passenger traffic. This was the commerce for all three locks, two American and one Canadian lock. The Poe and Weitzel are the two American locks, a third much larger than the others being now in course of construction. This is the greatest volume of business ever carried on the lakes, the nearest approach being the record year of 1907 with 58,000,000 tons of freight.

The following table gives details of traffic through the Poe, the Weitzel and Canadian locks, since the opening of the Canadian canal in 1895:—

Poe Lock.

Year	Registered tonnage.	Freight tonnage.	Passengers.
1896	2,992,200	3,489,448	3,695
1897	12,120,867	13,058,291	15,178
1898	13,224,816	16,664,519	11,112
1899	14,844,888	19,924,822	9,182
1900	15,632,102	21,548,949	12,125
1901	16,916,836	23,250,661	6,513
1902	22,260,719	29,735,671	10,792
1903	18,841,962	27,790,831	13,906
1904	15,882,986	24,640,923	8,355

1905	24,176,472	36,542,484	12,763
1906	28,138,888	43,083,490	14,202
1907	26,160,107	40,859,145	17,035
1908	18,816,998	27,839,530	18,224
1909	23,491,289	29,634,802	18,421
1910	21,844,713	25,656,451	27,795

Weitzel Lock

1895	16,089,878	14,471,648	30,910
1896	9,904,788	8,189,576	18,743
1897	1,702,969	981,335	13,527
1898	2,646,793	1,519,632	16,446
1899	4,176,601	2,327,317	24,482
1900	4,504,680	2,058,405	24,188
1901	5,305,498	2,331,377	23,188
1902	5,147,302	1,497,124	11,986
1903	4,156,902	1,381,421	9,250
1904	4,277,056	1,876,993	13,251
1905	6,944,761	2,258,706	15,638
1906	6,650,905	2,096,802	16,723
1907	5,841,003	1,772,701	15,840
1908	2,670,501	817,767	4,855
1909	5,448,174	497,572	9,315
1910	4,662,273	271,210	5,741

Canadian Lock.

1895	716,903	590,932	746
1896	4,352,430	4,560,037	14,628
1897	3,796,097	4,943,129	11,508
1898	2,751,145	3,050,513	15,868
1899	2,936,858	3,003,671	15,418
1900	2,179,052	2,035,719	22,242
1901	2,404,642	2,821,027	29,962
1902	4,547,561	4,728,351	36,599
1903	4,737,580	5,502,185	32,019
1904	4,204,096	5,028,190	16,089
1905	5,496,466	5,468,490	25,803
1906	6,308,531	6,570,788	32,108
1907	12,086,864	15,585,368	29,883
1908	9,604,231	12,733,260	30,208
1909	17,812,254	27,762,775	32,212
1910	23,349,137	36,435,557	33,397

The above comparative table shows that the commerce through the Canadian lock has become the factor, exceeding the total through American locks by 11,000,000 tons.

LOWER RATES ON CREAM SHIPMENTS.

The full text of the judgment of Commissioner Mills of the Railway Commission, giving reasons for reduction of express rates from 45 cents to 15 cents on a 5-gallon can of cream within a radius of 25 miles, has been issued.

It appears that the rate charged by the Dominion Express Company on a 5-gallon can of cream (outward shipment and return of empty can) for distances up to 25 miles was 16 cents in the year 1903. For the same service the rate was increased to 30 cents in 1907, and to 45 cents on the 2nd of March, 1911. Hence the appeal to the Commission.

Commissioner Mills says in part:—"In view of the statements made by various parties interested in the shipment of cream, that they had not been heard at the time of the general investigation of the express rates, my opinion is that it should forthwith be arranged, by the issue of a special tariff, that the charges on cream for making butter, between all points east of Port Arthur, should not exceed the figures set forth in the following schedule:

Miles.	5-gal. can.	6-gal. can.	10-gal. can.
25	15c.	20c.	25c.
50	20c.	25c.	30c.
75	25c.	30c.	35c.
100	30c.	35c.	40c.
150	35c.	43c.	50c.
200	40c.	51c.	60c.

"Return of empty cans, 5c. each. No reduction for smaller or partially filled cans.

"And I would suggest that the express companies be directed forthwith to issue a special tariff on sweet cream for purposes other than butter making, adjusting the figures for the entire service, outward shipment and return of empties, so that for the total service there shall be no increase in any charge over the charge made for the said total service between March, 1907, and March, 1911, and submit the same for the approval of the board."

Mr. F. G. James, of Messrs. Nay & James, bond dealers and investment agents of Regina, was a visitor to The Monetary Times office this week. He has just returned from a business trip to the Old Country. "On each visit to Great Britain," he said, "I find an ever-increasing interest being taken by the British in all that concerns Canada and the Canadians; and this time, in particular, I have noticed how the people of Great Britain are becoming very much alive to the possibilities and potentialities of the Canadian West as a field for investment, for commerce, and for trade in all its branches."