

SASKATOON NOTES

(Special Correspondence, Journal of Commerce)

Saskatoon, March 24th.

During the shipping season of 1913, there were 203,328,129 bushels of grain shipped from Fort William and Port Arthur, making these easily the largest grain shipping ports on the American Continent. It is interesting to note that within the past four years, the amount of grain taken from above ports by American vessels has increased by about five hundred per cent., while shipments by Canadian vessels over the same period only show an expansion of about ninety per cent.

At this milling centre there is quite an interest, at the present time, in the effort of Canadian millers to induce a Dominion Government investigation of the Atlantic freight rate situation. Their main grievance is the marked difference between the freight on flour and on wheat. As late as 12th February, Canadian wheat exporters paid two cents per bushel from Montreal to Liverpool, and at the same time, it cost the miller seven and-a-half cents to export the same quantity of wheat in the form of flour. In other words, it cost nearly four times as much to get flour to Liverpool as it does wheat. The advantage of the British and European miller is therefore obvious. If Canadian millers had any choice as to what they would do with their flour, the situation would be different. As it is, however, Canadian flour must go to England if there is to be any export business in this product. On the other hand, Canadian wheat is a very important factor in determining the price of flour in England. At present the difference between the Atlantic freights on wheat and flour would seem to take the form of an extra, unearned profit for the English miller. However, such apparent discrimination is not designed to benefit him, but arises solely from exigencies affecting the steamship companies. During the wheat shipping season, when there is more wheat than vessels can carry, the spread between wheat and flour rates is considerably diminished. However, as soon as most of the wheat was out of the country, rates were dropped thus encouraging the export of what wheat remains in the country and restraining the export of flour.

An almost indivisible fraction of this newer West has yet been fenced; but the urgent necessity for extensive fencing is now driven home to those who recognise that without it, diversified farming is seriously handicapped. The outlook for fence manufacturers is, therefore, very encouraging indeed. Quite a large business is already passing; and it is rapidly increasing.

CANADA'S EXPORTS OF FLOUR

Canada's exports of flour have more than doubled during the past six years, and for the year ended March 31st, 1913, amounted to 4,478,043 barrels with a value of nearly \$20,000,000. The following table shows how rapidly the exports are increasing:

	Barrels	Value
1908.....	1,962,740	\$8,454,954
1909.....	1,738,038	7,991,413
1910.....	3,064,028	14,859,854
1911.....	3,049,046	13,854,700
1912.....	3,738,836	16,034,064
1913.....	4,478,043	19,970,689
1,662,338 cwts. of bran were also exported during the year ended March 31st, 1913.		

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