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ESTABLISHED 1878

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1019 CHAMBER OF COMMERCE, MINNEAPOLIS, MINN.

## Shipping Grain South

The Canadian Pacific and Canadian Northern railways have granted reduced rates on grain going to Duluth and Minneapolis and probably many shippers will want to take advantage of this opportunity. A great quantity of grain at present in the country must reach mills or drying plants before warm weather to avoid spoiling. The C.N.R. now accepts shipments of wheat and oats to Duluth at the same rate as to Port Arthur from all points in the West. The C.P.R. through rate to Duluth and Minneapolis applies only to Saskatchewan points. Both roads have a reduced rate on flax and barley from all points, the C.N.R. to Duluth only and the C.P.R. to both Duluth and Minneapolis. This rate is nine cents above the Fort William rate. But on March 7 the Fort William rate on barley and flax will be effective on both lines to Duluth and Minneapolis. On the same date the C.P.R. rates on wheat and oats to Duluth and Minneapolis will become effective from all points on their lines. There will be no export restrictions on these shipments after March 7, so that grain can be shipped for local consumption. The C.N.R. through rate on flax and barley, in bond to Duluth became effective on February 13th. Station agents on these lines will understand these various rates and the restrictions. After March 7 shipments may be made over Great Northern connections in Southern Manitoba at through rates. Both the C.N.R. and C.P.R. state that they have plenty of foreign cars for southern shipments, but that if they run short local cars will be used.

The Grand Trunk Pacific railway has made arrangements with the Great Northern Railway to give the Fort William rates on wheat and oats going to Duluth and Minneapolis. These rates, in bond, became effective February 13. Through Fort William rates on wheat, barley, oats and flax over the G.T.P. and Great Northern, via Portage la Prairie, to Minneapolis, become effective March 13, without export restrictions.

### Hold Barley and Flax

Those who can should hold their barley and flax till March 7 to take full advantage of the Minneapolis market. Wheat and oats may be shipped now if desired.

It is advisable to get all grain in danger of spoiling shipped as soon as possible.

### Shipping to Duluth

Farmers shipping to Duluth should bill their car to their commission firm at Kingston, or Sarnia, Ontario, and then send the shipping bill to their commission firm at Winnipeg. The commission firm can then dispose of the car in the same way and at the same price as though it had been shipped to the Canadian terminals. It can be diverted to any other point if desired by the purchaser, after it reaches Duluth.

It would not pay to ship grain to Minneapolis for storage in bond. Storage can only be obtained cheaply and in abundance at lake ports such as Duluth.

The capacity of the Duluth terminal elevators is 32,275,000 bushels and of that it is estimated that 10,000,000 will

be available for the storage in bond of Canadian grain.

Storage and handling charges on grain at Duluth terminal elevators are one cent per bushel for unloading and first fifteen days' storage with one fortieth of a cent per day thereafter. (At Fort William and Port Arthur the rates are three-quarters of a cent and one-thirtieth cent respectively.) There are drying facilities at Duluth terminals with a capacity of 10,000 bushels daily. Drying charges are the same at Duluth as at Fort William and Port Arthur, namely, 1½ cents per bushel for tough, 2½ for damp, and 3½ for wet grain.

### Shipping to Minneapolis

Barley and flax and No. 5 and 6 and good feed wheat may frequently be shipped to Minneapolis at a profit after paying the duty. Before any such shipments are made, however, a fair average two pound sample should be mailed to Kinsey Maxfield, official sampler, Chambers of Commerce, Minneapolis. Mark on a card in the bag containing the sample "for . . . (the name of the firm or firms from whom you desire a bid). Then write at once to the firm and advise them that you have sent a sample to Mr. Maxfield. Their buyer will at once inspect the sample in Mr. Maxfield's office and wire a bid on track at point of shipment if asked to do so. If the bid is satisfactory as compared with Winnipeg prices write or wire and accept the bid and ship at once to Minneapolis to the order of the firm making the bid. Then secure consular invoices from the railway agent and fill them out in triplicate. The agent will assist in this matter. The shipper may draw upon his firm for 75 per cent. of the net proceeds of his car.

attaching bill of lading to draft. Any banker will assist in this matter. When the grain reaches Minneapolis it is at once sampled by the state of Minnesota sampling department and if this sample does not equal the one sent to Mr. Maxfield the discount is arranged by him. On receipt of the car, inspection and weighing, settlements are made promptly by any reputable firm.

Although a little delay might be occasioned, any shipper can carry out this procedure through his Winnipeg commission firm by merely sending them the sample and asking for net bid at point of shipment on the Minneapolis market. Many of the Winnipeg firms have representatives in Minneapolis.

### Shipping Charges

The charges on shipping grain to Minneapolis are:

First, the freight.

Second, the duty. Barley, 30 cents per bushel; wheat, 25 cents; flax, 25 cents and oats 15 cents.

Third, consular invoices, \$2.50 per car.

Fourth, state weighing and inspection at Minneapolis, \$2.25 per car.

Fifth, interest at 6 per cent. on money advanced.

The Gas Traction Co., of Minneapolis are about to open a branch house at Saskatoon, where a full stock of repairs and supplies will be kept on hand at all times for the convenience of owners of their engines. This will enable owners to get repairs or supplies much quicker and cheaper than they could get them from either Minneapolis or Winnipeg.