

Montreal Storage Rates.

The rates of storage in Montreal are as follows: On grain ex craft—elevating and weighing in, 1/2c per bushel, 10 per cent. off; transhipping from one vessel to another (each vessel), 1/2c per bushel, 10 per cent. off; storage for each term of 10 days, 1/2c per bushel. On grain ex cars and carters Storage for first term of 10 days, 1c per bushel; each succeeding 10 days, 1/2c per bush.; loading on cars, \$1 per car. No extra charge for weighing out and delivering grain in bulk on board craft, or in hoppers for bagging. On flour and meal—Storage for 48 hours, 1c per bbl. and 1c per bag of 100 lbs.; storage for 10 days, 2c per bbl. and 1 1/2c per bag of 100 lbs.; storage for first month, 3c per bbl. and 2c per of 100 lbs.; storage for succeeding months, 2c per bbl. and 1 1/2c per bag of 100 lbs. delivery to craft, 1 1/2c per bbl. and 1 1/2c per bag of 100 lbs; up-ending or re-piling, 1/2c per bbl. and 1/2c per bag of 100 lbs.; loading on cars, \$1 per car. The cooperage on flour 1 1/2c per bbl. On short weight there is a fine of 2c per bbl. on flour. The inspection of flour is 2c per bbl. or bag.

THE Montreal agent for a firm of Manitoba millers has been giving evidence before the railway commission, to the effect that the C. P. Ry. Co. have given the Ogilvie Milling Co. special rates on their shipments of flour, as against other manufacturers. The witness stated before the commission that this discrimination in favor of the Ogilvie Company amounted to 13c, between Winnipeg and Montreal. It can hardly be that this agent was as ignorant of the traffic arrangements in regard to wheat and flour as his statements would lead one to believe, and some other motive must have prompted him to give such evidence before the commission. The arrangement between the C. P. R. and the millers in regard to grinding wheat in transit is quite simple, and is understood by all grain and commission agents and dealers. Moreover, the arrangement is not a concession to the firm named, but applies to all flour manufacturers. The explanation of the alleged discrimination is as follows: A Winnipeg miller who purchases a car of wheat at say Brandon, will pay the local rate between the latter place and Winnipeg. Here the wheat is transformed into flour and shipped on to Montreal, at the same rate as if shipped direct from Brandon to Montreal, a rebate being allowed to cover the excess in the local rate between Winnipeg and Brandon, as compared with the proportionate through rate for that part of the distance. Millers who avail themselves of these provisions are obliged to pay from one to two cents extra for stop-over charges, the two cents being charged where mills are not connected with the railway by a siding. As this arrangement is open to millers generally in provincial towns as well as in Winnipeg, there can be no discrimination about it, and the agent who charges it as such has shown himself ignorant of ordinary shipping regulations.

The Royal City Planing Mill Company, of Vancouver, B.C., have started the construction of a sash and door factory, adjoining their mills, the dimensions of which are 50x125 feet. The factory will be running by the middle of January, and will employ about 30 men.

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