

The cost of exporting via New York at the same time, is estimated by the same firm as follows:—

At Fort William..	\$ 1.00
Lake freight..	2.25
Lake insurance..22
East from Buffalo (rail)..	5.50
Jobbers at New York..90
Brokers and weighing..25
Ocean freight..	9.00
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Total..	\$19.32

SECTION XI.

Lake Freight Rates.

There are three classes of lake freight rates on Canadian grain ex Fort William or Port Arthur. These are:—

(a) The through rate, all water to Montreal;

(b) The rate from upper lake ports such as Fort William, Port Arthur or Duluth to lower lake ports such as Tiffin on Georgian Bay; Goderich and Port McNicoll on Lake Huron, Port Colborne and Buffalo, on Lake Erie, or Kingston on Lake Ontario;

(c) The rate from Lake Erie or Lake Ontario ports to Montreal.

These, with the rail rates from lower lake ports to Montreal and to United States Atlantic ports, cover the entire lake freight situation.

Unquestionably the cheapest means of carrying wheat from Fort William to Montreal should be by continuous passage in the hold of one steamer. The efforts of those responsible for developing and controlling the inland waterways of Canada and their trade. This can be done in two ways at least.

AVERAGE Lake Freight Rates on Wheat from Fort William or Port Arthur to Montreal for each month of the season of navigation in the years 1909 to 1912 inclusive.

	CENTS PER BUSHEL OF WHEAT.			
	1909.	1910.	1911.	1912.
April.....		5.400	5.062	
May.....	4.825	5.402	4.750	6.022
June.....	3.977	4.026	3.812	5.178
July.....	3.100	3.171	3.187	4.750
August.....	4.000	2.190	4.250	4.750
September.....	4.670	3.750	4.625	5.125
October.....	6.080	4.751	5.520	6.666
November.....	5.103	4.611	6.041	7.333
December.....	3.666			