

Canadian Grain Stores and Crop Prospects

In contrast to the last two years the season has opened up early and has allowed of the completion of wheat seeding in Saskatchewan in excellent time.

By ERNEST H. GODFREY, F.S.S.

Annually at the end of March the Census and Statistics Office undertakes to make a complete inquiry into the stocks in Canada of the principal descriptions of grain (wheat, oats, barley and flax), and the results are of value in these times of war and food scarcity, when the outlook for the future assumes an importance and causes an anxiety unknown in normal times. The inquiry has been conducted annually since 1915 for wheat, but it was only last year that oats, barley and flax were included as well as wheat. The information is collected upon schedules which are issued in March to the different descriptions of elevators and flour mills in Canada and to the large railway companies for grain and flour in transit on the last day of March. As all the principal elevator and flour mills make returns, as well as the railway companies, the totals, consisting of a count of actual quantities, may be regarded as a sufficiently close approximation of the visible supplies. Only the quantities in the hands of retailers and consumers and in a few defaulting elevators and mills, comprising a small proportion of the total, escape compilation. The quantities in farmers' hands, i.e., the invisible supplies, are estimated from the reports of crop correspondents, and experience has shown that these reports are not very far over, for the returns year by year consistently followed the known conditions of season and market.

In this article I propose to use the figures obtained, first, for estimating the quantities of wheat and oats that are available for home requirements and export during the remainder of the present crop year, and secondly for ascertaining as far as possible what may be the prospects for wheat production during the coming season.

It will be noticed from following statement that the total quantity of wheat in stock on March 30, 1918, viz., about 77 million bushels, is less than in any of the three preceding years. This is largely owing to the fact that the movement of the big crop of 1915 was spread over the two years, 1916 and 1917. In 1915 the small crop of 1914 was cleaned up expeditiously, and only about 79 millions bushels remained over at the end of the winter. So with regard to the crop of 1917, which graded well and was in great demand, there were not more than about 77 million bushels in stock at the end of March, 1918.

STOCKS OF WHEAT IN CANADA.

In the accompanying statement are set out the stocks of wheat in Canada at the end of March for each of the four years, 1915 to 1918.

	Feb. 8, 1915	Mar. 31, 1916	Mar. 31, 1917	Mar. 30, 1918
Wheat in bush.		bush.	bush.	bush.
Elevators	30,843,877	81,549,748	62,764,956	20,525,213
Flour Mills	6,160,840	5,277,196	4,884,825	4,802,236
Transit by rail	12,571,876	23,369,809	12,862,356	20,011,179
Farmers' Hands	29,554,000	86,854,000	45,638,000	31,684,700
Totals	79,130,593	197,650,753	126,150,137	77,023,328

GOOD WORK IN THE FORESTRY DEPARTMENT.

Creosote Oil a Substitute for Pine Oil.

To kill two birds with one stone has always been considered an enviable feat, so that when the Forest Products Laboratories of the Forestry Branch, Department of the Interior, (which are located in Montreal in co-operation with McGill University) did valuable service to two separate industries — mining and wood distillation — by the recent discovery of a substitute for southern pine oil they had reason for pride in their achievement, according to the opinion of those benefited.

A couple of years ago the mine owners of Canada faced a serious crisis in the carrying on of their ore reduction work, due to the alarming shortage of the pine oil used in the oil flotation process of ore extraction. This process of separating metal from rock is so much more effective in certain ores than any other method, that new plants have been set up all over the United States, thus causing the shortage in southern pine oil which is the chief fac-

tor in the process. Heretofore the United States had had sufficient oil for their own needs and for those of Canada, but with the erection of so many new plants it became fairly clear that Canada must meet her own requirements in future or do without. With the possibility before them of having to close their reduction plants a delegation of mine owners from the Cobalt district called on the Minister of the Interior with the request that he set the scientists of the Forest Products Laboratories of his Department the task of producing a Canadian pine oil or, failing that, a substitute. The Minister's approval having been gained he at once asked the Laboratories to solve the problem which meant so much to Canada's mining industry, and they, in turn, lost no time in giving their earnest attention to the work. The result was crowned with success, as already stated, for after some months of research and experiment it was announced that a pine oil had been produced from red and yellow Canadian pine stumps and that, better still, a much cheaper and more plentiful oil had been discovered which would do the work of ore extraction quite as well as pine oil. This substitute is a creosote oil, a by-product of wood alcohol, produced in great quantities every day by the wood distillation industries of Canada and up to the time

C.P.R. AS EXAMPLE FOR UNITED STATES.

Their Development on Canadian Plan Contrasts With Unfortunate Results of Washington's Repression.

"The railroad world has had an imposing spectacle the past week, says the Boston correspondent of the Wall Street Journal of May 7. 'Lord Shaughnessy, over the Canadian border, has shown the majesty of a trans-continental railroad line and what it has accomplished on the northern part of this continent for a people and government, in both peace and war.'

'He has shown how the Canadian Pacific, from a protected government line without credit either as a railroad or in its lands, has been developed into one of the great and profitable railroad systems of the world by the extension of the property and the expansion of its management and financing to all collateral lines of traffic, including mines, steamships and branches over the border. The grand summary is a billion of property. It is all there intact and earning, whatever it may be quoted at in the depressed financial markets.'

'On this side of the border an Interstate Commerce Commission is denouncing the New Haven railroad for the failure of its investments in outside enterprises, steamships supplementing its rails, trolleys and power houses supplementing its traffic and giving power for the future, money, it says 'foolishly lost in non-railroad enterprises.' It proclaims that the New Haven 'is everything that a railroad ought not to be.' And the New Haven railroad is the railroad that has been under the charge of Washington authorities for many years, and except as destroyed by the Government, still has all its property intact and can show where every dollar of its capital has been invested.

'The New Haven expanded into Boston and Maine, poured millions into it and the property is all there. The New Haven expanded in the steamboat line, and every steamship that has been taken away from the New Haven system by the Washington authorities has spelled a business and transportation disaster to New England, as well as to New Haven's investments. The whole trouble with the New Haven is exactly the reverse of what Washington would find.

'It is the trans-continental haul of the Canadian Pacific that has sustained its terminals and made the base for overseas traffic on C.P.R. steamers east and west. The result of the long haul, the ocean steamers and the 'outside' business is lower rates than in the United States and lower rates than ever can be had in New England by local roads.

'That the New Haven's 'outside' business has not paid is the fault of legislation and hampering commissions state and national. We are beginning to correct the trolley situation in New England locally, and advance the fares that people may have service on an honest basis, but the Washington authorities are still against New England, and the railroads on the steamship question.

'Years ago the question of interesting the Canadian Pacific people in the Boston and Maine was on the carpet, but the Canadian people said they wanted the long transcontinental haul and not the unprofitable New England terminals.

'There was wisdom then, and there is some wisdom now in the Canadian railroad situation. We should hang our heads in shame when we listen to our Washington authorities, responsible for an unprofitable railroad situation, yet beating the political tom-toms and unconsciously scarring themselves as they truthfully declare that the New Haven 'is everything that a railroad ought not to be,' for the New Haven ought to be more than a New England terminal for the country. It ought to be a giant like its neighbor in the north, with steamships, with developed tributary business and fostering financial care over the contributory and collateral business.

'Let us take off our hats to Shaughnessy and the Canadian Pacific and hang our heads for Washington and our own foolishness, our petty commissions, our Lafollettes and our Brandeises.'

of this discovery considered almost a waste product. The Mines Branch assisted in this important investigation by testing in their ore dressing station at Ottawa each new oil or oil blend as it was prepared, the two institutions working hand in hand for the benefit of the producers and manufacturers of Canada.